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West End Passenger Office : America House, Cockspur St., S.W.1
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ASUNCION	La Vencedora, S.A., Palma esquina Alberdi, P.O. Box 247	Vencedora
BAHIA BLANCA	Agencia Maritima Dodero, S.A., Calle Chiclana, 403, P.O. Box 120	Doderbros
BALBOA, C.Z.	Ford (Canal Zone) Inc., P.O. Box 2030	Fordinco
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BOGOTA	Tracey y Cia., S.A., Calle 12, No. 7-85, P.O. Box 1196 and Aereo 3597	Tracey
BUENOS AIRES	La Mala Real Argentina, S.A., (Letters) Reconquista 314. (Entrance) Sarmiento 401	Omarius
CALLAO	Pacific Steam Navigation Co., Calle Saenz Pena No. 134, P.O. Box 368	Pacific
CARACAS	A. Wallis Sucrs, Edificio Karam	
CARDIFF	Rogers & Bright (South Wales) Ltd., Crichton House, Mount Stuart Square	Gwent
CARTAGENA, COL.	E. L. Gerlein & Co., Ltd., P.O. Box 127 and Aereo 42	Gerleinco
CIUDAD TRUJILLO	Frederick Schad, C. por A., P.O. Box 243	Schad
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	J. Vassalli & Co.	Vassalli
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CURACAO	Firma C.S. Gorsira, J.P., Ez., Helfrich Plein Corner/Breedestraat, P.O. Box 161	Gorsira
CURITIBA	Cranston Woodhead & Co., Ltd. P.O. Box 616	Omarius
FLORIANOPOLIS	Carlos Hoepeke, S.A., Caixa Postal 92	Navhoepeke
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LIMON	F. J. Alvarado & Cia., Sucs., S.A., P.O. Box 112	Alvarado
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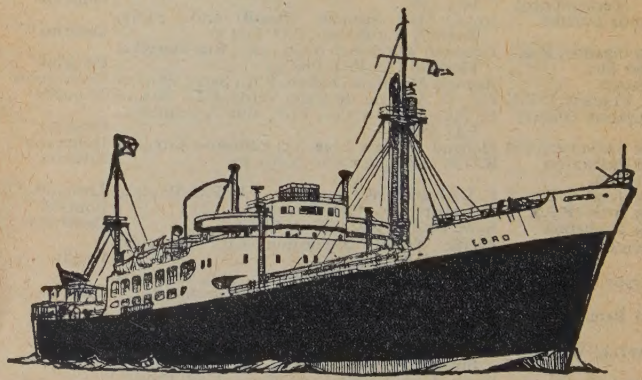
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LIVERPOOL (2)	Pacific Steam Navigation Co., Pacific Building, James Street	Pacific
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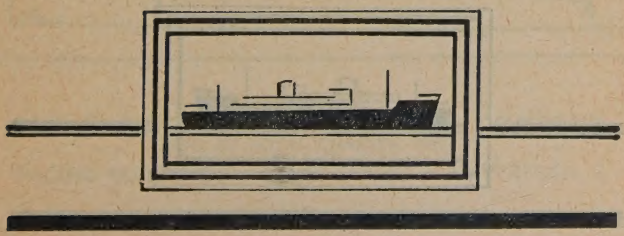
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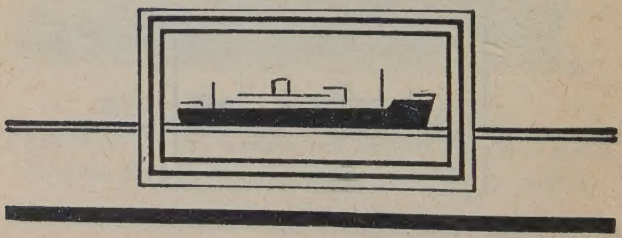
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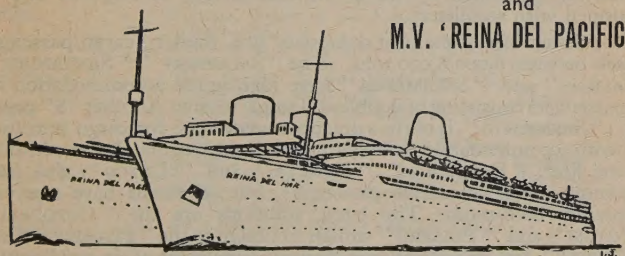
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Following on the incorporation of this Company by Royal Charter in 1840, the enterprising Founders made maritime history as the pioneers of steam navigation on the Pacific Coast of South America by despatching to that coast two 700 ton paddle steamers, which were appropriately named "CHILE" and "PERU", out of compliment to those Latin-America countries.

This may be regarded as one of the outstanding examples evincing the venturesome spirit which built up the Country's economical relationships throughout the World, and in this instance led to a marked expansion of trade between the United Kingdom and the Republics on the Western side of the South American Continent.

Impetus to the development of rich natural resources in those countries was given by the introduction and extension of inter-coastal services, so that the Company played an important part in fostering the commercial progress, which was mainly dependent upon sea-borne facilities.

A link between Liverpool and the West Coast of South America, via Magellan Straits, was forged by the inauguration of a direct service in 1866, but the opening of the Panama Canal, in 1914, induced the Company to favour that route for their main Passenger and Freight services.

"REINA DEL PACIFICO", the name of the Company's 17,872 tons liner, is a household word in South America, and her well deserved popularity is borne out by the warm welcome accorded to her along the route. In May 1956 the "REINA DEL PACIFICO" was joined by another, equally luxurious, liner named "REINA DEL MAR". This 20,225 tons passenger vessel will undoubtedly continue to uphold the high tradition of the Company, and a fast, direct service will be provided between Europe and the western sea-board of the South American Continent. She is air-conditioned throughout and is equipped with stabilisers.

The remainder of the fleet comprises fine, modern cargo/passenger vessels between 6,000/8,000 tons. The "SALAVERRY", "SANTANDER", "SALINAS" and "SALAMANCA" have high grade accommodation for 12 passengers consisting of double and single rooms. Another "S" vessel, viz.: "SARMIENTO", is of the same up-to-date type for cargo purposes, but with accommodation for only three male passengers. Later additions to the fleet, "FLAMENCO", "KENUTA" and "CUZCO" also have accommodation for twelve passengers, but all rooms have a private adjoining bath-room. The latest additions are the "COTOPAXI", "POTOSI" and "PIZARRO" similar in design to the "FLAMENCO" and "KENUTA", but an added luxury being the inclusion of air-conditioning in the passenger accommodation; in all vessels the general keynote is one of comfort throughout.

The Company serves Bermuda, Bahamas, Cuba, Jamaica, Venezuela, Colombia, Panama Canal and South Pacific Ports; an innovation being regular calls by s.s. "REINA DEL MAR" and m.v. "REINA DEL PACIFICO" at La Guaira, on outward and homeward voyages, and thus offering a direct passenger service between the United Kingdom, France and Spain with Venezuela.

P.S.N.C. OFFICES and AGENCIES.

Offices and Agencies of The Pacific Steam Navigation Company are established in all parts of South America, Central America, North America, and Mexico. In addition the Company is represented in all important centres of the world. The list below refers only to principal places in the American and European Continents.

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Telegrams : " Pacific, Liverpool."

		Tel. Address
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AREQUIPA	Enrique W. Gibson & Co. La. Merced No. 108 / Ricketts & Co.	Gibson
ARICA	Barber, Daer & Co. Ltd. (Casilla 115)	Band.
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BALTIMORE	Furness, Withy & Co. Ltd., Furness House, South Street, P.O. Box 2056	Furness
BARCELONA	Mac Andrews & Co. Ltd., Plaza del Duque de Medinaceli 5. Ap 441	Macandrews
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BELFAST	Alex. M. Hamilton & Co., 29/31 Waring St.	Freights
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BUENOS AIRES	La Mala Real Argentina S.A., Edificio Britanico, Sarmiento 401	Omarius
CALLAO	The Pacific Steam Navigation Co., Calle Saenz Peña No. 134 (Casilla 368)	Pacific
CARACAS	Agencia Wallis, Edificio Karam, Ibarra a Pelota	Wallis
CARDIFF	Rogers & Bright (South Wales) Ltd., Crichton House, Mount Stuart Square	Gwent
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CORUNA	Sobrinos de Jose Pastor Ltda., Edificio Pastor	Pacif
CRISTOBAL, C.Z.	The Pacific Steam Navigation Co., Terminal St., POB 5066	Pacific
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GENEVA	J. Veron, Grauer & Co., 22 Rue du Mont Blanc	Rapidite
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GLASGOW, C.1	Houlder Bros. & Co. (Glasgow) Ltd., 19 St. Vincent Place	Houlders
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HAMBURG	Menzell & Co., Schiffsmakler, G.m.b.H., Alterwall Hof, Alterwall 67/71	Menzell
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HULL	McGregor, Gow & Holland Ltd., Ocean House, Alfred Gelder Street	Eastwardly
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LA GUAIRA	A. Wallis Sucrs, Avenida Soublette 52, Apartado de Correo, 154/155	Albis

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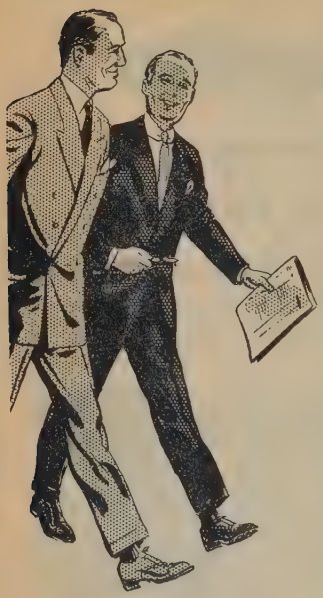
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The SOUTH AMERICAN HANDBOOK 1957-1958

(*Thirty-fourth Annual Edition*)

A YEAR BOOK AND GUIDE TO THE COUNTRIES AND RESOURCES OF SOUTH AND CENTRAL AMERICA, MEXICO AND CUBA.

EDITED BY HOWELL DAVIES

Founded upon "The Anglo-South American Handbook" of the late W. H. KOEBEL.

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PREFACE.

FOR this, the thirty-fourth annual edition of THE SOUTH AMERICAN HANDBOOK, the chapters on Mexico and Cuba have been completely rewritten and greatly enlarged with the help of many people who know these countries well. All the other chapters have been scrupulously revised, in the way set out below.

Without constant help from many quarters such a book as this would be impossible. We wish in particular to thank the London Ministers and officials of the various republics, who have helped us immeasurably in keeping information up-to-date. Much aid has been given by the officials of the Foreign Office, the Colonial Office, the Commercial Relations and Exports Department of the Board of Trade, and the Chief Passport Officer. The Controller of Her Majesty's Stationery Office has graciously permitted us to take extracts from official British Reports and from the "Board of Trade Journal," a very useful source of information.

Each year, each section of the book is submitted for amendment to the representatives and agents abroad of Royal Mail Lines, Limited, and of the Pacific Steam Navigation Company. Between them they cover most of the area dealt with in the book. Their co-operation is beyond praise. The Dutch and French Governments have helped with the Guianas. Helpful, too, have been the officials of the many shipping companies, banks, railways and industrial companies rooted in the several republics. Some valued friends have sent us welcome corrections from personal experience on the spot.

An eye has been kept on all the journals dealing with Latin America, and particularly on "The South Pacific Mail," "The Peruvian Times," "The Review of the River Plate," the "West India Committee Circular," the "Commercial Review, British Guiana," "Americas," the publications of the British-Latin American Organisations in London listed on page 76, the many publications of the Instituto Brasileiro de Geographia e Estadistica, the information circulars of the British and Commonwealth Chamber of Commerce in São Paulo, of the British Chamber of Commerce in Brazil (Rio de Janeiro), of the British Chamber of Commerce in the Argentine Republic, and "Comments on Argentine Trade," issued by the Chamber of Commerce of the U.S.A. in the Argentine Republic. Perhaps the most informative, from our point of view, since it covers the whole of our field is the American "Foreign Commerce Weekly." For the rest, bank reports have been diligently looked through. Of these, we are most indebted to those produced by the Bank of London & South America, Ernesto Tornquist & Co., Ltd., Hollandsche Bank-Unie N. V., and Barclays Bank, D.C.O. The Research Department of the Bank of London and South America has been very helpful.

We cannot guarantee the complete accuracy of a book about a continent which is so alive and changeful, but nothing has been set down or omitted in malice.

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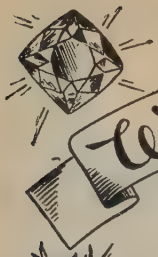
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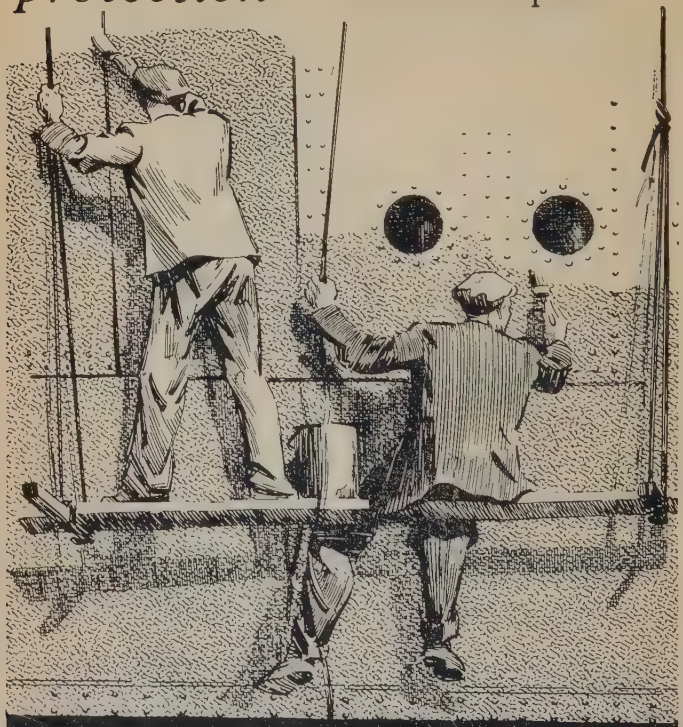
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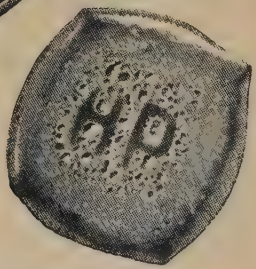


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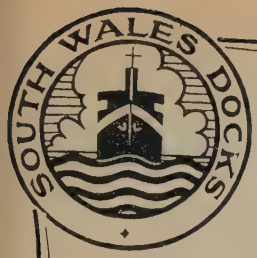
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By reason of their geographical position, the South Wales Ports of Cardiff, Swansea, Newport, Barry, and Port Talbot are well situated in relation to South America, and are naturally placed to serve South Wales and the Midlands of England, for within a radius of 100 miles are the industrial centres of the Birmingham area, and good transport systems giving direct access to the quays enable rail and road vehicles and water transport to convey traffic to or from ship, ensuring quick despatch from or to all parts of the country.

General Cargo berths are provided with modern quayside cranes, and floating cranes are available for lifts of up to 100 tons. Spacious transit sheds are equipped with mobile cranes and mechanical appliances for the rapid handling of all types of bulk and general cargo.

The total deep water area of the South Wales Group of Ports amounts to 775 acres, enclosed by 23 miles of quayage. The largest types of general cargo vessels can be accommodated, and there are ample facilities for servicing vessels in dry docks.

CARDIFF.

Cardiff Docks extend to 165 acres of deep water, and comprise the Queen Alexandra Dock, Roath Dock and Basin, East Dock and Basin, and West Dock and Basin.

Iron ore, grain, fruit and meat are dealt with in large quantities, and there is a large modern Cold Store comprising 26 chambers, totalling over a million cubic feet, with a storage capacity of 10,000 tons.

Cattle lairage has also been provided, Cardiff being one of the comparatively few ports in Great Britain licensed by the Ministry of Agriculture and Fisheries for the importation of live foreign cattle.

SWANSEA.

The Docks at Swansea are the King's Dock, Queen's Dock, Prince of Wales Dock, South Dock and Basin, and North Basin, having a total deep water area of 223 acres.

In recent years the oil trade has so developed that Swansea is now one of the busiest oil importing ports in the country. A considerable proportion of the imported oil is returned to the dock after refining and shipped for wide distribution.

The famous anthracite area of the South Wales coalfield is near the Port of Swansea, which is the principal shipping centre for this class of coal, as well as for large tonnages of all classes of general cargo.

NEWPORT.

The Alexandra Docks at Newport have a total deep water area of 124¾ acres. The numerous local works, coupled with the Port's proximity to the industrial Midlands, have made the handling of general cargo a feature of Newport's trade.

Iron ore is dealt with in large quantities, as well as bauxite ore, iron and steel products, vehicles, vehicle parts and many other commodities. A new shipbuilding industry has been established at Newport, from which several medium-sized vessels have already been launched.

BARRY.

The three docks at Barry comprise 114 acres of deep water, and the largest dry dock on the South Wales sea-board is situated at the Port. There is a large oil installation for the reception and storage of imported fuel, diesel, whale and vegetable oils. A substantial trade is carried on in grain, timber and general merchandise.

PORT TALBOT.

Port Talbot Docks, with a total of 67 acres of deep water, is the main importation port for the vast tonnages of iron ore required by the huge Steelworks of the Steel Company of Wales Ltd. In addition, the trade of the port includes the products of the Steelworks, scrap of all kinds, magnesite and chemicals, together with miscellaneous traffics.

PENARTH DOCK AND HARBOUR.

Penarth Dock and Harbour, included in the Customs Port of Cardiff, have a total area of 81½ acres of deep water. A ship-repairing industry is established at Penarth, and there are depots belonging to various oil firms.

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THE PORT OF LONDON.

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In normal times all the staple exports of South America are among the commodities for which the Port of London specially caters.

SPHERE OF ACTIVITIES.

The present-day Port of London comprises 69 miles of the tidal River Thames, with a wide and deep navigable channel from the sea to the City, and five large dock systems having an aggregate area of over 2,000 acres, of which 712 acres are water area, with over 35 miles of deep water quayage for the discharge and loading of ocean-going vessels.

THE DOCKS.

Storage accommodation, bonded and free, is provided for every class of merchandise and spacious transit sheds are available to deal expeditiously with every variety of cargo.

Facilities for specialised cargoes are a feature of the Port of London. Berths have been established for the discharge and direct delivery of South American beef and for the expeditious handling of green fruit.

Extensive warehouses with a floor area of approximately 40 acres are set aside for wool, including specially lighted top floors reserved for " show " purposes.

Bulk grain is discharged by fixed pneumatic elevators on the quayside or by floating elevators for overside delivery.

Mechanisation ensures efficient and expeditious service. In addition to electric quay cranes extensive use is made of mobile cranes, runabout and fork-lift trucks, weighing machines, etc. For heavy lifts the Port of London is equipped with a fleet of floating cranes with individual lifting capacity up to 150 tons. (*London Mammoth*).

The India and Millwall Docks, the Royal Victoria and Albert and King George V. Docks and the Tilbury Works are connected with the main lines of the British Railways and to meet the requirements of motor haulage there is direct access from the dock quays to the trunk highways of the country.

The Port of London deals with one-sixth of the total tonnage of shipping entering and leaving the ports of the United Kingdom.

PASSENGER TRAFFIC.

Although London is primarily a commercial Port the most up-to-date facilities are available for overseas passengers at the riverside Landing Stage at Tilbury. The largest liners using the port can be accommodated there at any state of the tide and special boat trains are run between Tilbury Riverside Station and the centre of London.

ADMINISTRATION.

The Port of London is administered by the Port of London Authority, a non-profit making Public Trust established by Act of Parliament in 1908.

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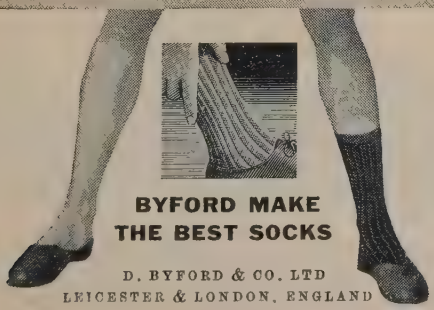


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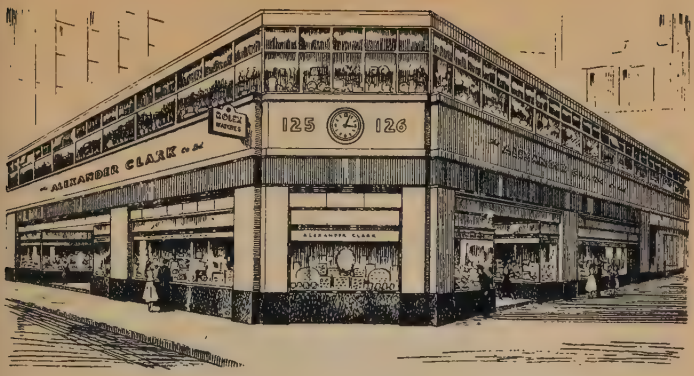
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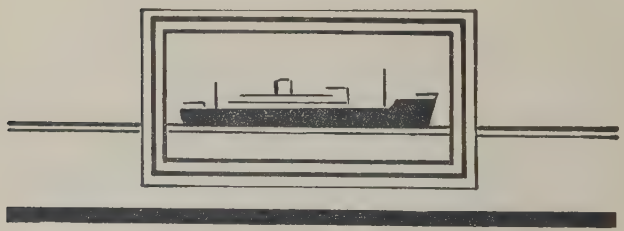
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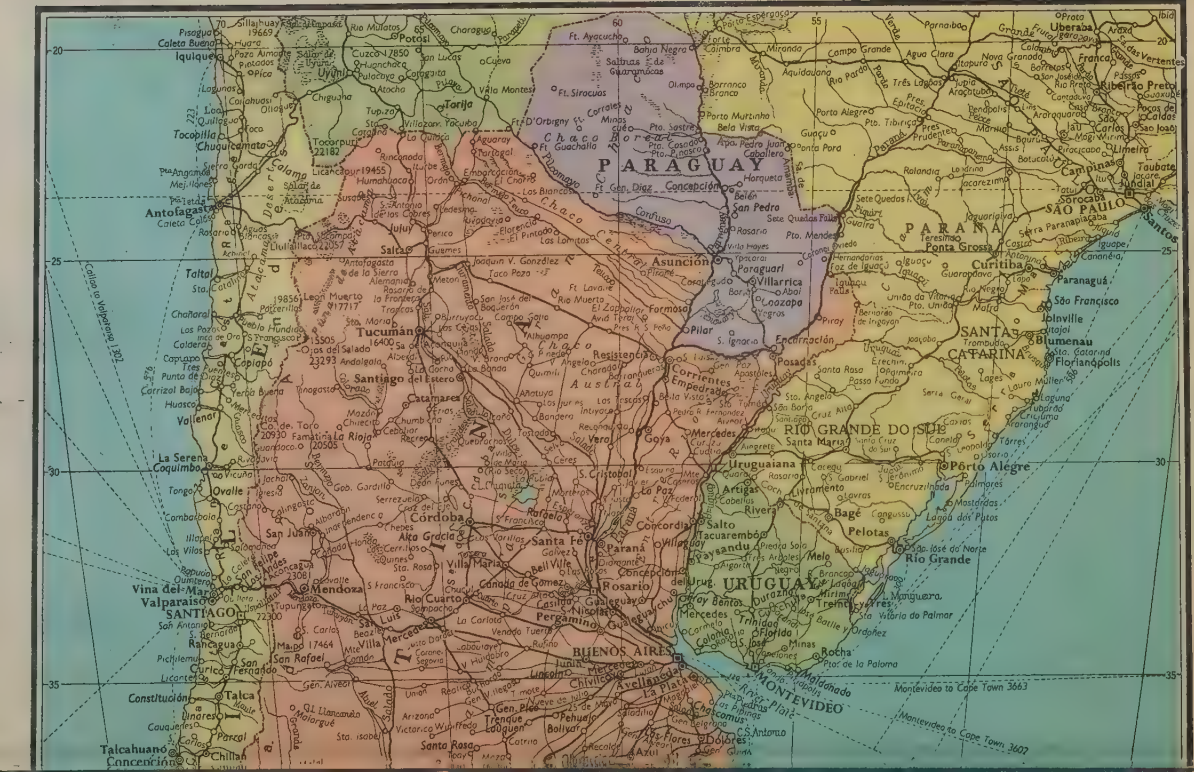
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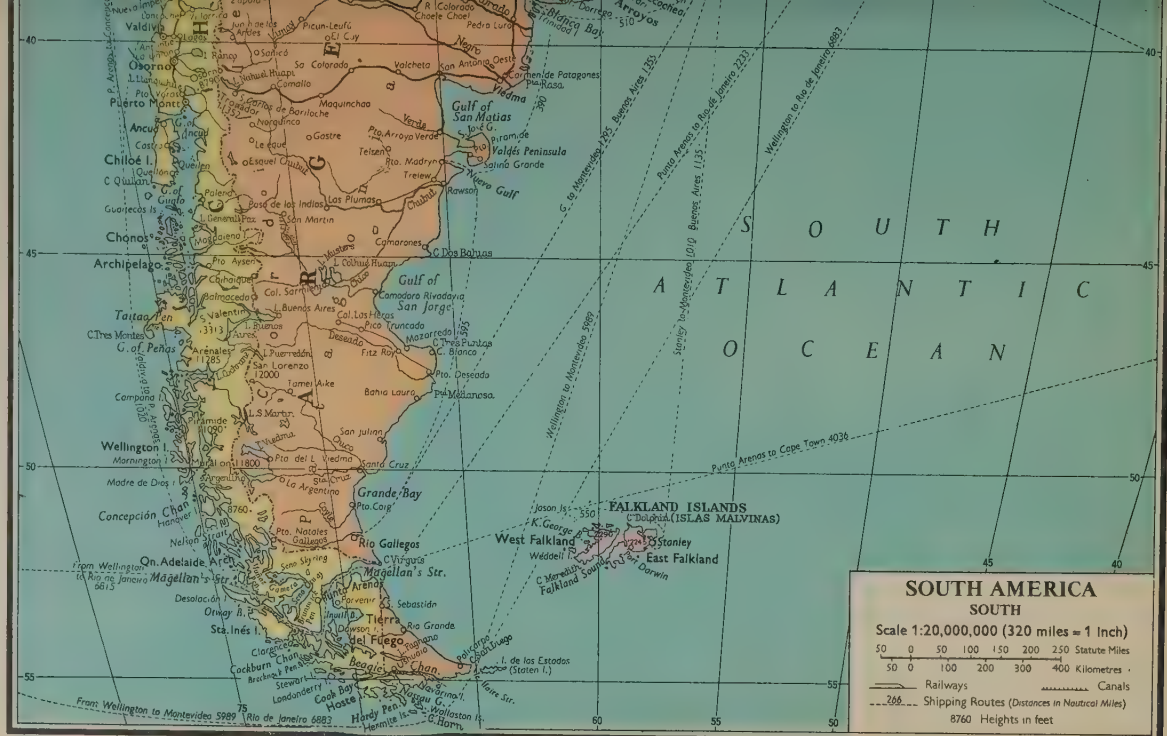
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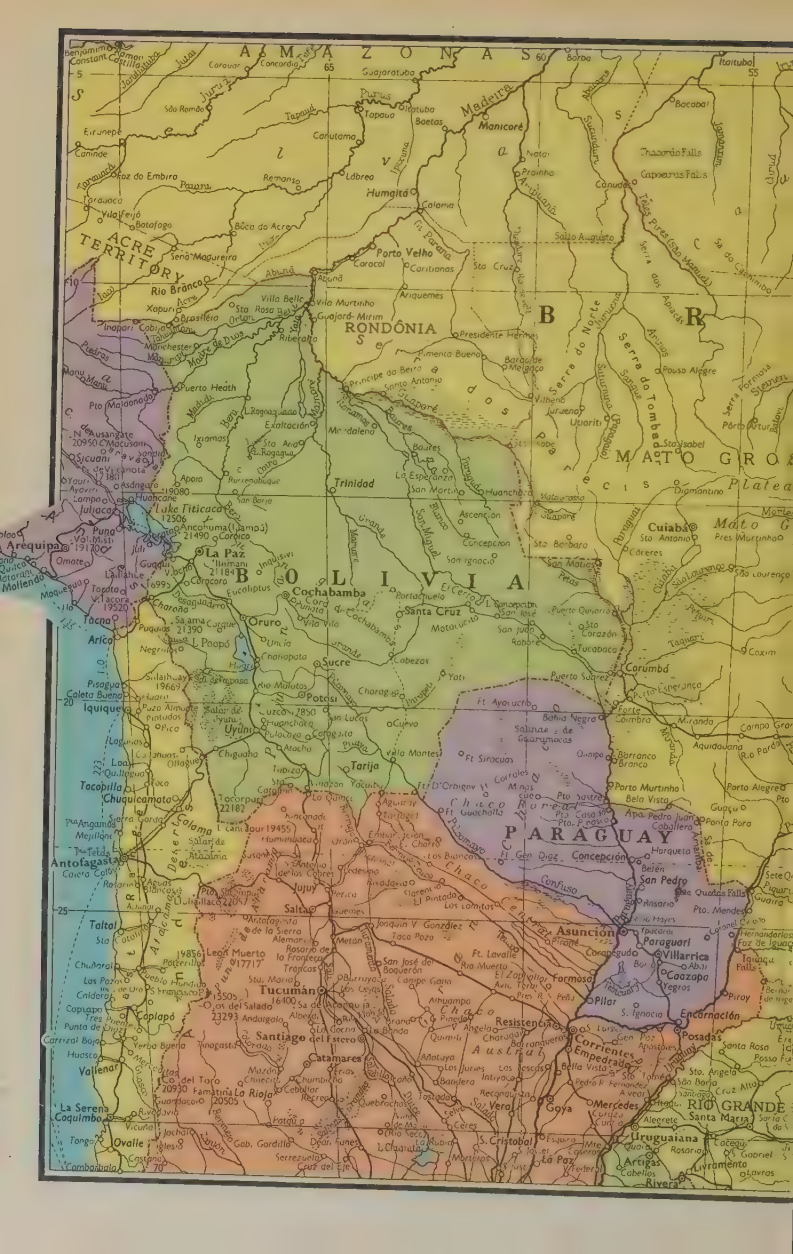


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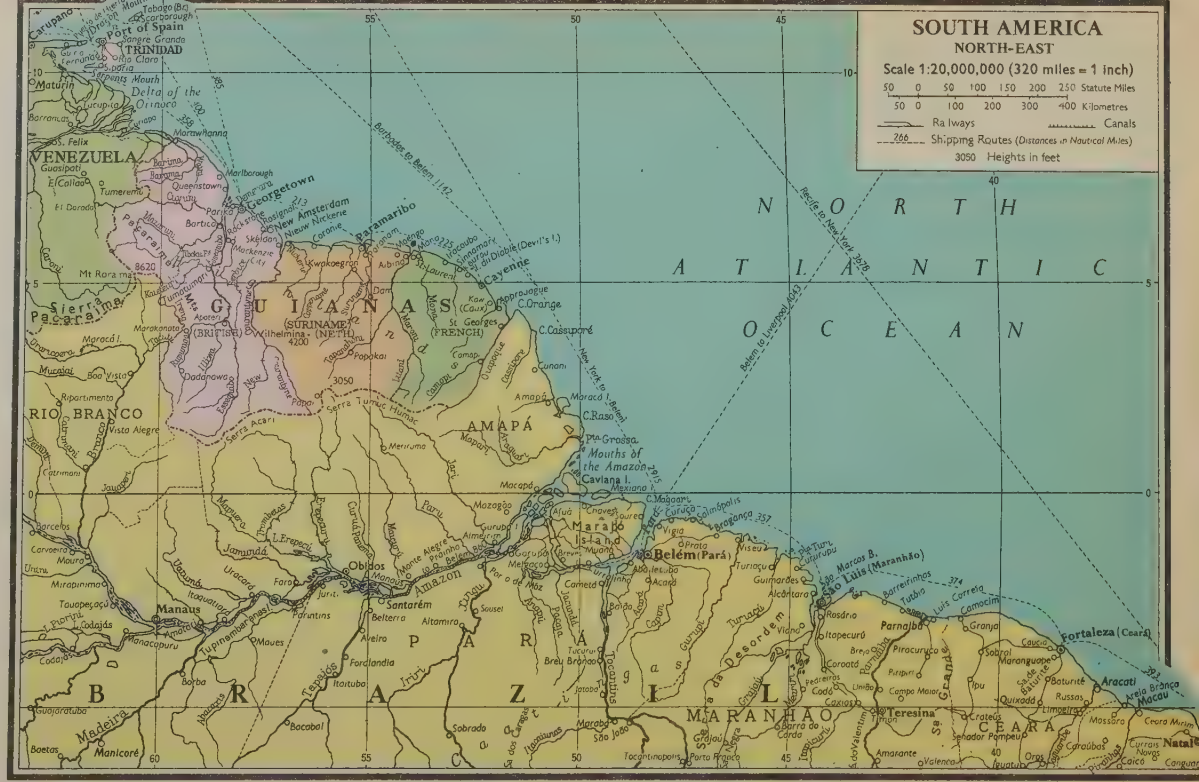
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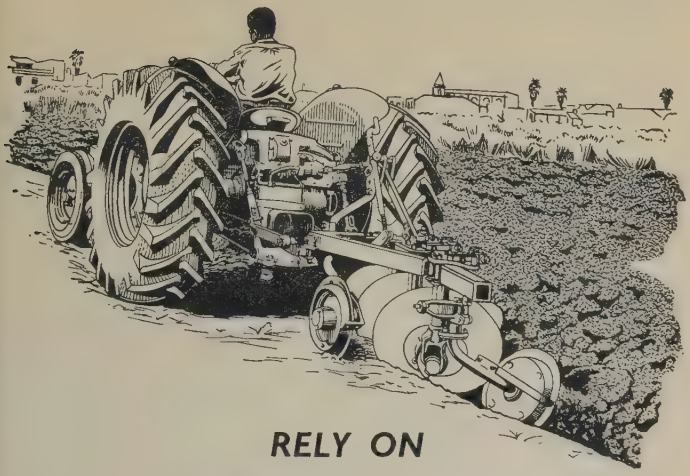
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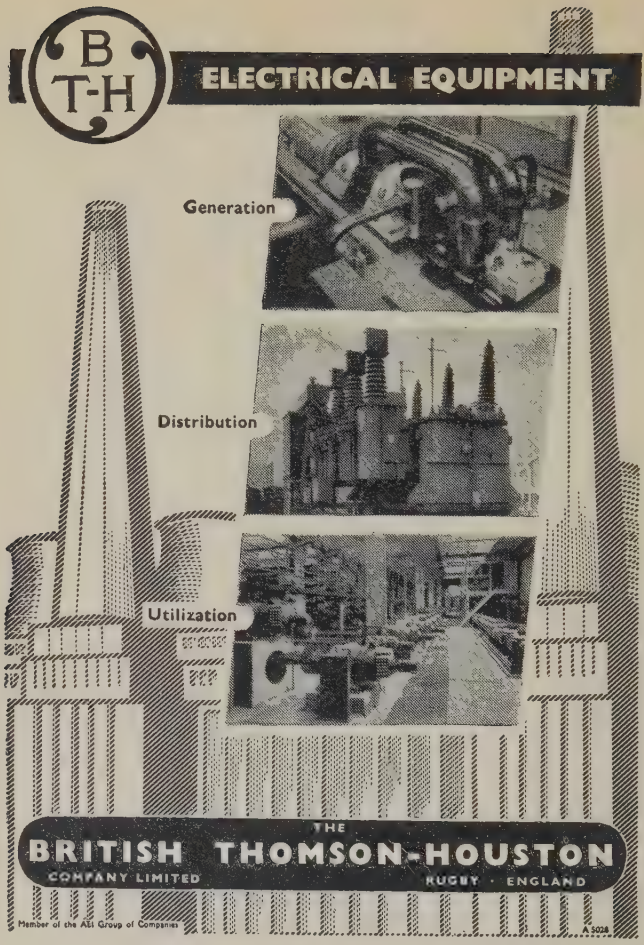
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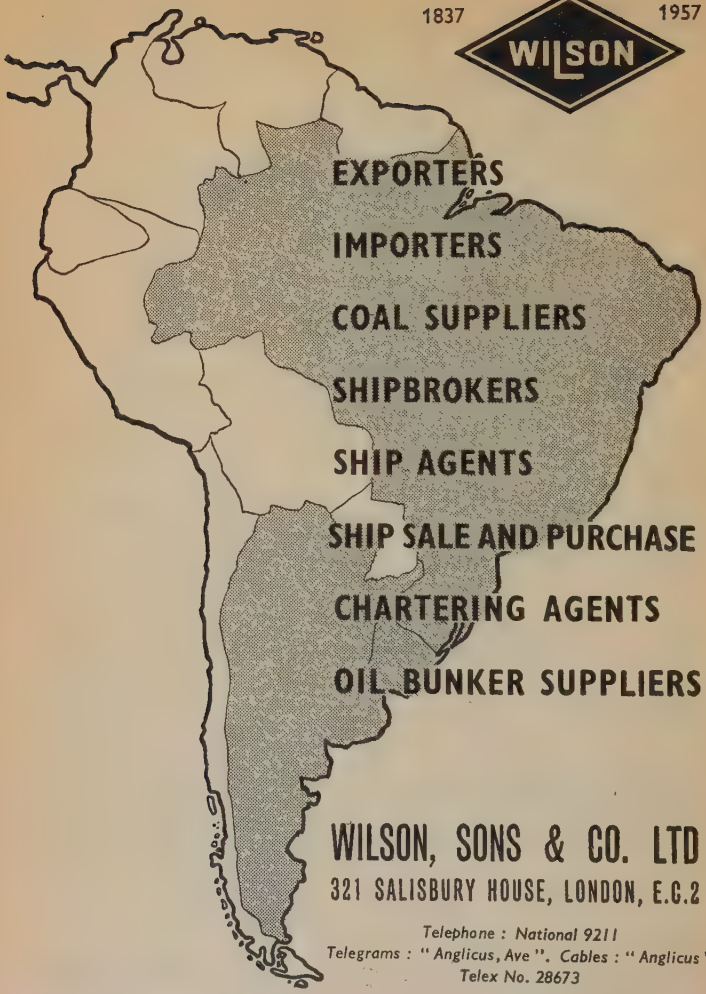
GENERAL INTRODUCTION.

Latin America, which this book deals with, includes Mexico, the six republics of Central America, Cuba, and all the states of (and European colonies in) South America proper. Its area is about 8,500,000 square miles, or two-and-a-half times the size of Europe. It is some 7,000 miles from northern Mexico to the southern tip of Tierra del Fuego, a distance almost as great as from London to Cape Town.

The continent of South America, stretching 4,600 miles from north to south and some 3,000 miles from east to west at its broadest point, has an area of about 7,500,000 square miles, or one-and-three-quarters times the size of Europe and twice as large as either China or Australia. The population of all Latin America (166,900,000) is greater than that of the United States.

Physiographical Features. The mountains of North America continue southwards into northern Mexico but are abruptly cut across by a lateral chain of very high volcanoes. For some distance southwards (in southern Mexico, Guatemala and Honduras), a region of folded and faulted rocks running roughly east to west conforms structurally to the rock outcrops in the West Indian islands. Two chains of volcanic ridges and peaks, one in the West

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No other continent is so simple in shape and construction as South America. Its shape is that of a right-angled triangle, indented only by the estuaries of the Amazon and La Plata, and embossed with singularly few capes and islands. The only interruption of note is the Strait of Magellan. Because of this compactness, the coast line is short relative to the area of the continent : 1 mile to every 435 square miles of surface, as compared with the 1 mile to each 190 square miles of Europe. This paucity of coast line is in part compensated by the great navigable length of its rivers, some 250,000 miles in all.

The land surface is sharply split into two by the Andes chain of mountains, running from the Caribbean sea to the far south for 4,400 miles through the western portion of the land mass at an average height of 13,000 feet. The chain is some 200 miles wide, except in Bolivia, where it is 400 miles. There are 15 peaks ranging from 16,640 feet in height to Aconcagua's 23,003 feet. The passes from east to west are usually at well over 10,000 feet. There are three groups of active volcanoes along the crest of the Andes ; one in southern Colombia and Ecuador ; another in mid and southern Peru and on the border between Bolivia and Chile ; and the third in Chile. The snow line rises as the chain sweeps from south to north, being generally lower on the east side than on the west. In the extreme south the mountain glaciers have their feet in the ocean, and there are still some vestigial glaciers in the higher altitudes at the equator.

Roughly, for most of the distance, there are two principal and approximately parallel chains with a depression between. The eastern ridge is generally called Los Andes, and the *western* La Cordillera, but in Colombia, Peru and Bolivia the *eastern* chain is known as the Cordillera Real de Los Andes. In Chile and Argentina the *western* chain is known as the Cordillera de Los Andes : a contrariety which would be more confusing if the eastern chain did not come to an end in mid-Argentina, leaving only one ridge running at a diminishing height to the extremity of the continent.

Apart from the geologically youthful Andes, the rest of the continent is divided between the geologically ancient Guiana and Brazilian Highlands and the great central plains of the Orinoco, the Amazon, and Paraguay-La Plata, overlaid with alluvium from the erosion of the Highlands. By far the greater part is covered by highlands running, with occasional interruptions, from Venezuela and south Colombia through Brazil to the northern bank of the Río Plata, then disappearing and re-emerging in Patagonia. The geological pattern of these Highlands is a base of crystalline rocks covered by stratified rocks, mainly sandstone, more resistant as a rule to erosion. Thrusting through these formations are the stumps of ancient worn-down mountains surviving as rounded, massive hills. The sandstone in southern Brazil is interleaved with strongly resistant lava, and some of South America's great waterfalls are the result of rivers pouring over the edge of this lava sheet.

The **plains,** large as they are, occupy a comparatively small proportion of the continent. The most northern, the Llanos of the Orinoco, twice as large as the British Isles, is separated from the Amazonian Plain by the Guiana Highlands. The plain of the Amazon is shaped like a funnel, narrow at its confluence with the sea, wide at the foot of the Andes, where it joins southwards with the plains of the rivers Paraguay, Paraná, and Plata. Each of these regions is watered by a great river system : the La Plata system, the Amazon, and the Orinoco. Because the Highlands reach their greatest height, some 10,000 feet, near Rio de Janeiro and the coast, the larger rivers flow inland from this central area : some NW to the Paraná and then S ; some—the Tocantins—Araguaia, the Xingú and the Tapajóz—flow N to the far Amazon. The São Francisco flows N a 1,000 miles and then E into the Atlantic. All thunder over waterfalls as they leave the plateau. The Brazilian heart of the continent has no navigable ingress from the sea.

The **climates,** which are extremely diversified, are dealt with in the text, but one or two general points can be noted here. South of the latitude of Buenos Aires, because of the modifying effect of the sea, temperatures are neither so high in summer or so low in winter as in equivalent latitudes in North America. About two-thirds of South America is in the torrid zone, but the highest temperatures are not to be found at the Equator, as popularly supposed, but along the Caribbean coast, 10 degrees north of the Equator, and in the northern plains of Argentina, 25 degrees or so south of the Equator.

The Peoples of Latin America : It is impossible to understand the great diversity of peoples in Latin America without a digression into the history of the land they occupy. Columbus, first of the European navigators to reach Latin America, discovered Watling Island, Cuba, and Haiti in 1492. On his third voyage, in 1498, he reached the mouth of the Orinoco. In the next ten years the coast was explored by others as far as the River Plate. Balboa discovered the Pacific at the Gulf of Panamá in 1513, and in 1520 Magalhães passed into the Pacific through the Magellan Strait. A year earlier Cortes had begun his conquest of Mexico from his base at Vera Cruz. By 1531 Pizarro was conquering Peru, and in 1536 Quesada was conquering the Chibchas of Colombia. Spurred in about equal proportions by religious zeal and lust for gold, these men and their followers were not to be daunted by heat, by cold, by jungle, by disease, or by an almost equally fanatical opposition.

When the Europeans arrived, the greater part of Latin America was inhabited, very thinly, by nomadic hunters, fishers, and farmers, but four groups of Indians had developed elaborate civilizations : the Incas, in the highlands of Peru, Bolivia, Ecuador, and northern Chile ; the Chibchas, in the highlands of Colombia ; the Mayas, of Guatemala and Yucatan ; and the Aztecs of Mexico. In these areas a prosperous population based their agriculture on maize, the potato and sweet potato, mandioca (or cassava), beans, tomato, tobacco and cacao. Maize, developed by the early Mayas, was known to them all. They worked gold and silver, and were organised in forms of government which can best be described as totalitarian communism.

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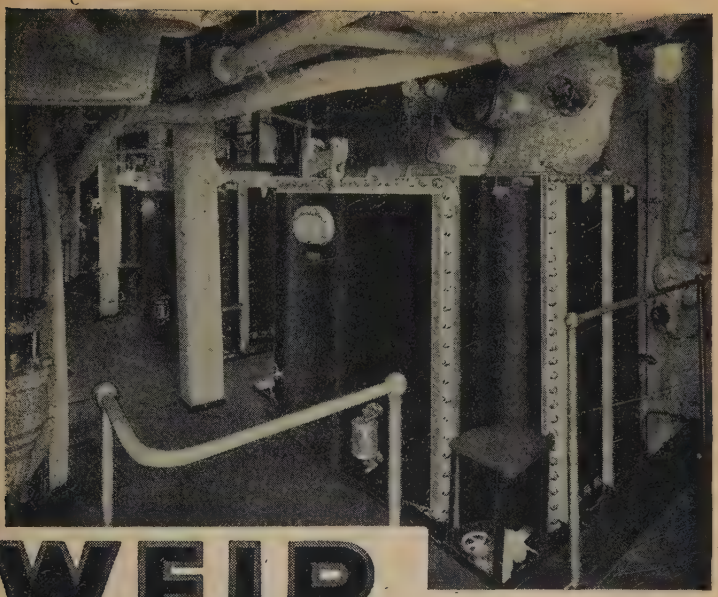
MARITIME DIVISION

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The European conquerors, as someone has said, " first fell upon their knees and then upon the Indians." The pattern of their conquest was, indeed, determined by the Indian settlements, for it was in them only that they could find souls to save, and gold and silver to loot. In a comparatively short time the collected stores of precious metal were exhausted. None, indeed, had been found by the Portuguese when they colonised Brazil (the Treaty of Tordesillas between Spain and Portugal had given all lands to the east of 50 degrees west longitude to the Portuguese), and they, like the Spaniards, had to turn their attention to the soil. The Portuguese were the first to grow a cash crop for overseas markets, but the Indians were too few to work their sugar estates and Negroes were imported from Africa. The Spaniards, too, in time, turned their attention to sugar, and wherever cane was grown, the Negro slave was imported to work it.

The Spanish and Portuguese colonists rarely brought their women with them and married freely with the natives. The present racial constitution is the result of the intermarriage between the earlier settlers and their Negro slaves with the indigenous peoples. The Negro element is strongest in Brazil, and Brazil alone, of all the republics, has completely solved the problem of mixed racial bloods by rooting from its people the concept of " colour bar." The peoples of Argentina and Uruguay are almost totally white, for they have been settled in the main during the past 150 years by immigrants from Europe. In some parts of Latin America the indigenous Indian has survived and may yet take a decisive part in shaping the fortunes of the country in which he lives. This is more particularly the case in the Andean Uplands of Peru, Bolivia, and Ecuador, in parts of Central America, and in Mexico.

For 300 years, from the arrival of the Spaniards and Portuguese early in the 16th century to the wars of independence in the early years of the 19th century, Latin America was held as colonies of the two Iberian powers. Both Spanish and Portuguese sovereigns owned in person all land and water in their respective colonies ; the grant or refusal of territory was in their hands, and they could claim all or portions of the produce of both land and water. They could control all trade, determine what crops should or should not be grown, which metals mined, collect all revenue and spend it as they pleased. They decided the appointment of church officers, could veto Papal decrees aimed at the Colonies, and control education, printing, and literature. The sovereigns could and did make all colonial laws and try the colonists under those laws. Public and even private life and all amusements were subject to their regulation, and the indigenous natives could be enslaved or freed as they saw fit. Power, after a while, was delegated by both sovereigns to Viceroys, who lived in great state. There was much corruption in both colonies, for in both the sale of office was permitted by law. Complete economic control lapsed after a while into the retention by the sovereign of the Royal Fifth, or *Quinto*, of certain products, mainly minerals. Both crowns expected, to the end, a personal and a state revenue from their colonies. As affairs degenerated at home, both required more and more funds and revenues from oversea. Taxes



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not only grew larger, but they proliferated until there were more than forty kinds in the Spanish colonies and nearly as many in Brazil. Collection was often vicious and cruel, and peculation the rule.

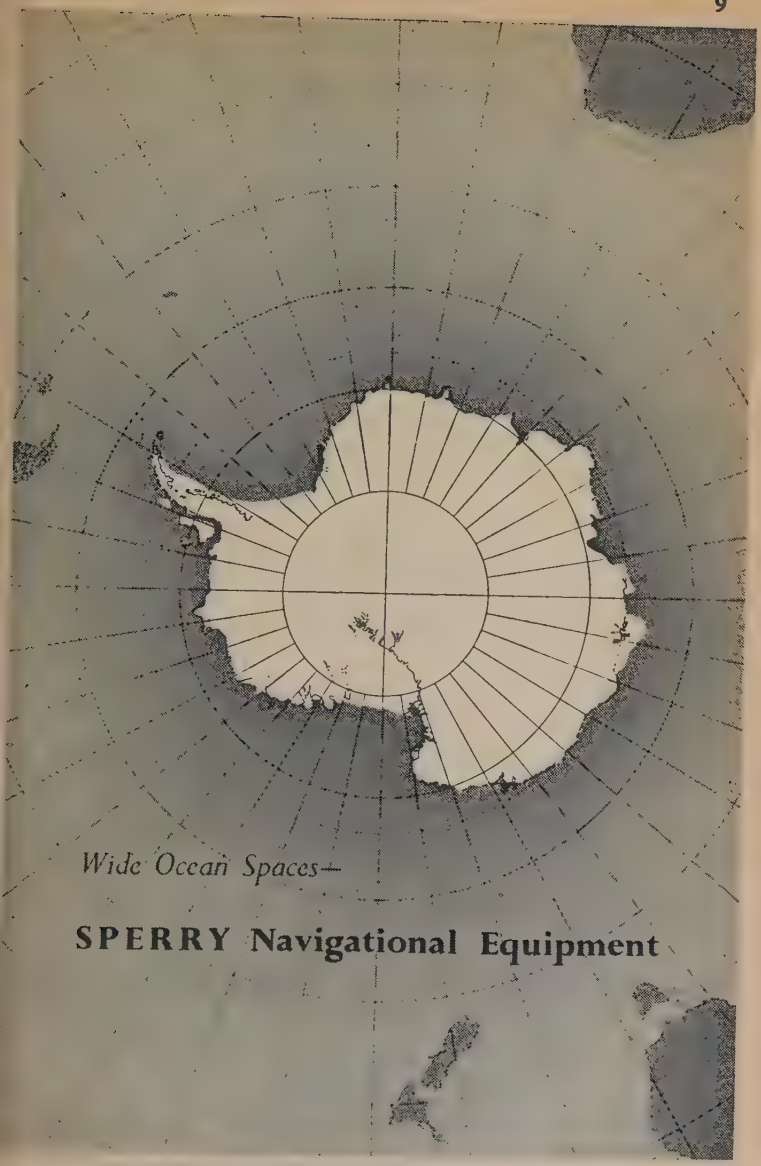
Under these paternalist controls there was slowly emerging a social pattern : at the top of the scale the whites born in the Iberian Peninsula ; below them the Creoles (the whites, that is), born in Latin America, educated, intelligent, and greatly dissatisfied with their complete lack of power in the homeland ; below them again, the vast mass of half breeds, often inheriting the worst characteristics of both races, but occasionally throwing up leaders of note ; and at the bottom of the scale, often little better than slaves, were the indigenous races and the imported blacks.

Rough estimates have been made of the population of Latin America in 1800, before the struggle for independence began. It totalled, apart from Brazil, about 15,000,000 of whom 30,000 were Peninsulars, 3,000,000 Creoles, 6,000,000 mestizos, or half castes, and 6,000,000 or so indigenous natives and Negroes. The largest cities were Lima, with 80,000 inhabitants ; Quito, with 70,000 ; Buenos Aires with 60,000 ; and Santiago, with 36,000. In 1800 there were, in Brazil, about 2,500,000, of whom 400,000 were white, 1,500,000 were Negroes, and 600,000 were Indians. Rio de Janeiro had then a population of 30,000.

Independence : High taxation, severe control of trade, native discontents fomented by secret study of the forbidden eighteenth century philosophers, and the accidents of European history led, at first sporadically, and then with growing momentum, to a movement for independence from Spain and Portugal. The American revolution and the support of Great Britain, then suffering from Napoleon's European blockade, had profound effects upon the struggle. On May 25, 1810, the people of Argentina overthrew the Viceregal government. Under Jose de San Martín they marched in January, 1817, to the relief of Chile, which was already struggling for independence under Bernardo O'Higgins. By the end of 1818, Chile was free. In August, 1820, San Martín landed his forces in Peru. After entering Lima, he proclaimed the independence of Peru on July 28, 1821. On July 26, 1822, San Martín was at Guayaquil, meeting the great Bolívar, who had already freed Venezuela, Colombia, and Ecuador, and was soon to liberate Bolivia. Paraguay became independent in 1811, but Uruguay, a bone of contention between Argentina and Brazil, was not able to free itself till 1828.

The independence of Brazil came about somewhat differently. When Napoleon attacked Portugal in 1807, the British Navy took the Regent John to Brazil, where he stayed until his return to Europe in 1821. His son, Pedro, was left there as Vice-Regent for his father, but on September 7th, 1822, he declared Brazil an independent kingdom. He himself was deposed soon after, but his son was to reign in Brazil until that country declared itself a republic on November 15th, 1889.

Great Britain took a notable, if in the main an unofficial part, in the liberation movement. A large number of British soldiers under their own English officers served with Bolívar in the war which freed Venezuela, Colombia, Ecuador and Bolivia. Others took part in the



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Chilean struggle, which is associated in particular with the name of Lord Cochrane, under whose command the Argentinian and Chilean forces were shipped north to fight in Peru. Cochrane was also later to destroy the Portuguese navy when it was contesting Brazil's claim to independence. Canning's intervention was responsible for the creation of a separate republic for Uruguay. British diplomacy generally, bent upon calling a " New World into existence to redress the balance of the old," was a powerful influence both in creating freedom and in maintaining it. The fact has not been forgotten in Latin America and colours the relationship between it and Britain to this day.

Later History : The revolution was no less economic than political in that it freed trade and permitted, for the first time, immigration, but it made little difference to the social stratification. For a century after the emancipation the general picture (as it still is in some republics) was of landowner, priest and soldier in alliance to maintain the ancient social structure : of privilege on the one hand, and the peasant, illiterate, poorly paid, and under nourished, on the other. Personality has always counted for more than principle in Latin America, and there was a spate of dictators, often ruthless and cruel, but none-the-less essential in that the only alternative to them was chaos. (Bolivia had sixty revolutions in the first 100 years of its independence and Colombia ten civil wars). But the circle was not a closed one : immigrants were pouring in to people a semi-empty land ; railways and roads and ports were being built ; there was an inflow of capital from Britain and the United States—capital too often looked upon as a new form of exploitation by Latin Americans ; and most important of all, there was slowly being created an informed middle class whose affiliations were with world rather than local ideas. Some countries, more particularly Argentina, Brazil, Chile and Uruguay, were more or less stabilised by the end of the 19th century. To quote R. A. Humphreys : " the development of industry, immigration, and the growth of populations, the rise of the cities, the improvement of communications, all these have resulted in the advent of a new commercial and industrial governing class, a middle class, an artisan class and, in Mexico, Chile and Argentina in particular, of organised labour. In Latin America generally the cruder forms of militarism have gone, and in all, or almost all the states, there has appeared a greater sense of social responsibility."

The two world wars had a profound effect in shaping the emergence of Latin America. Both had the effect of severing it from the customary inflow of imports, and there has been an increasing attempt at autonomy. Crops have been diversified ; manufacturing industries have been developed, particularly in Argentina, Brazil, Chile, Mexico and Peru ; there has been a steadfast attack on illiteracy and, for the matter of that, on foreign investment and foreign enterprises. This attempt to gain complete economic independence and to lay the accent on inter-republican rather than on external trade will no doubt continue, but is hardly likely to succeed in the long run. Nor is such a success desirable, for the rest of the world is in great need of what Latin America has to offer, and Latin America,

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should its standards of living rise to a reasonable level, will always clamour for what the rest of the world has to offer it.

Population Pattern : For an understanding of Latin America it is necessary to make one last point. The pattern of settlement is still, except in a few rare instances, a more or less dense rural population, with a town at its centre as a focus, set in almost empty land. These clusters rarely overlap, as in the Old World, and are in the main poorly connected by road or rail to one another. Their natural outlet is not towards one another, but towards the nearest river or seaport. In Latin America, as in other lands, the natural desire for gregariousness enlarges the town at the expense of the rural areas. In many cases the size of the town is out of all proportion to the population it serves. Even where rural areas are pushing out their frontiers, the net gain in population is most often nil, for the expansion tends to leave a hollow inner ring in its wake. It must be remembered that Latin America is still, and will be for a long time, one of the most sparsely populated parts of the world. There are very few rural areas indeed with a population density of more than 120 to the square mile. In most of the population clusters the rural density ranges from 25 to 100 to the square mile. The average density is still between 10 and 12 persons to the square mile, and in South America as a whole, three-quarters of the population lives in a quarter of the total area. But that population is increasing at the rate of 2½ per cent. per year, as compared with increases in the rest of the world of between 0.8 per cent. and 1.5 per cent. a year. The total population of Latin America is now about 173 millions.

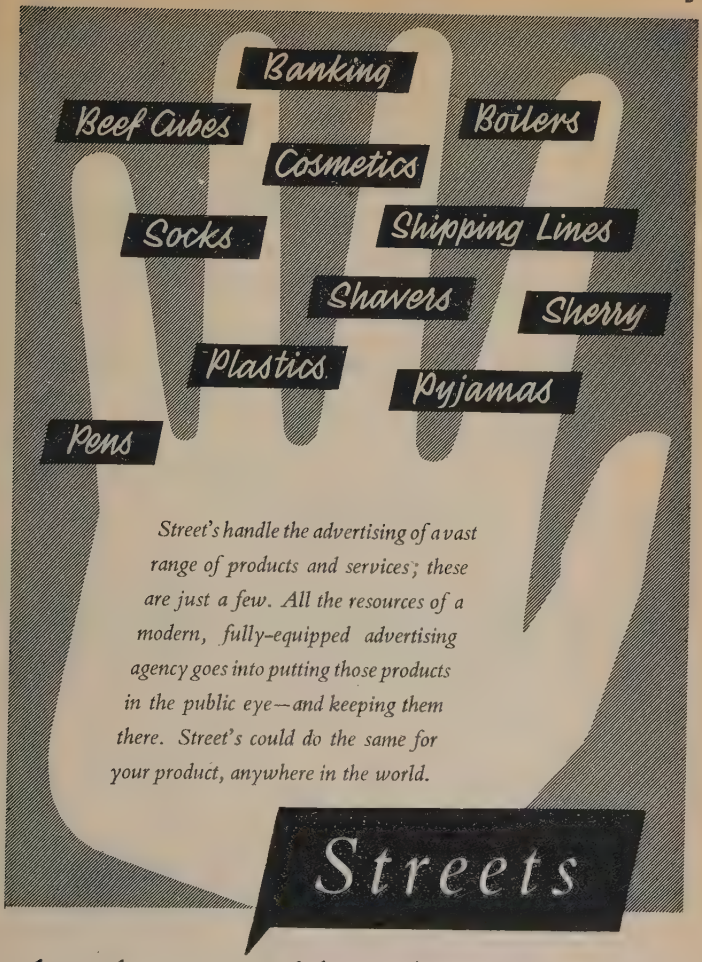
The isolation of cluster from cluster, though it is now being modified by air services and the radio, has had its effects both politically and economically. It is to this factor (coupled with racial diversity and great variations in the standard of living and education within the social groups which comprise the cluster), that one should look for an explanation of the continued dominance of the political leader and for the slow fusion of the whole population. Economically, the cluster pattern has led to a greater conservatism in traditional methods of mining and agriculture than would otherwise have been the case.

SEASONS FOR VISITS.

Over the tropical parts of the continent the division of the year into seasons follows the customary distribution of rains. The relatively dry season is often spoken of as summer, and the rainy season as winter. The dry season is by no means always rainless, and the wet season is subject to natural aberrations. There are in some regions two wet seasons, with two intervening dry seasons.

Within the tropics a more or less oppressive day-time heat may be expected in all seasons at or near sea-level. Relief is found at sufficient altitudes, and on the West Coast of Peru, for example, coolness accompanies the sea mists. On the whole the months November to March are the most favourable for visiting the tropical, that is, the more northerly countries. From March to October is best for the subtropics and temperate zone.

In Rio de Janeiro the heat is trying in December, January, and February ; the climate is most agreeable during the rest of the year.



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In Buenos Aires the Argentine spring and autumn seasons, or say, the months of October and March, are the best. The summer heats are greatest about Christmas. Journeys over the Andes into Chile are liable to interruption by snow in the winter (May-October).

Central Chile is also most agreeable during the South American spring and autumn. It should be understood that both Chile and Argentina enjoy temperate climates throughout the year.

The south temperate zone may be defined loosely as the region south of Rio de Janeiro (Brazil) and Antofagasta (Chile), including nearly all of Argentina. Here the vernal equinox, or coming of spring, is on September 23, as against the March 21 of the temperate zone in the northern hemisphere. The summer solstice begins on December 21. The seasons grow later to the southward.

TRAVEL IN SOUTH AMERICA.

The ocean traveller to South America, whether departing from Europe or from North American ports, can choose between the East and West Coast routes. A circuit of the continent can be made by water, but in following the customary southward routes of passenger steamers, the direct itinerary does not include visits to the north coast of Brazil, the Guianas, Venezuela, or Colombia.

Vessels bound for the River Plate do not ordinarily touch land before Pernambuco. In journeying via the Panamá Canal and the Pacific the first port of call is oftener Callao (Peru) than Guayaquil (Ecuador). Buenos Aires is usually the terminus of the east coast voyage, and Valparaiso that of the west coast.

The long sea voyage round the southern extremity of the mainland is less followed than that which leads from Europe or North America to Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo, and Buenos Aires. The continent can be crossed by taking the Transandine Railway from Buenos Aires to Valparaiso, where ships can be joined for all destinations. This time-saving route is more largely used than the much longer routes from Buenos Aires to the west coast ports of Antofagasta, Arica, or Mollendo, all of them making detours into Bolivia.

The north coast of Brazil and ports far up the Amazon are regularly served by lines of Brazilian coasting steamers, and there are direct ocean passenger vessels from Liverpool to Manáos. Ships in the West Indian trade serve Trinidad, Georgetown, and Paramaribo. Cartagena and North Colombia are visited by direct steamers as well as by transhipment at Panamá. There is no single service which combines both Venezuela and North Brazil. Those who wish to visit these parts should make two separate trips. It is also difficult to go from Venezuela, the Guianas, or the Amazon ports, to other places on the east or west coasts save by air.

Panamá is the central point of departure for all parts of the world, and for ports in South and Central America upon both the Atlantic and Pacific coasts. Particulars of the available routes are given elsewhere in this volume.

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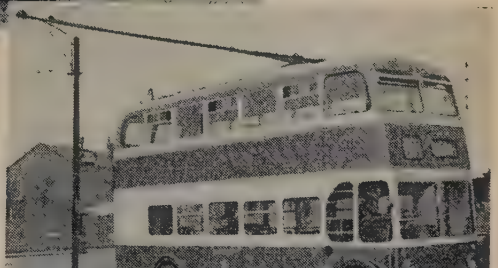
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the text, sometimes under a special section devoted to communications, but generally under the different towns served.

Hotels:—It cannot be too clearly understood that it is possible to travel with the utmost safety and comfort in the developed parts of the South American continent. The services along the frequented routes are as well organised as in Europe ; there are first-class hotels fitted with the usual modern refinements in all the principal cities ; travel by steamer, train, and aeroplane, is done as luxuriously in South America as anywhere else in the world. Even along the lesser known routes the occasional primitive touches enchance the visitor's pleasure rather than interfere with his comfort.

The best hotels are found, of course, in the chief cities, and notably in Rio de Janeiro, São Paulo, Santos, Buenos Aires, Montevideo, Santiago, Valparaiso, Lima, Caracas, and Panamá. Visitors to some of the smaller ports of the West Coast do well to make the steamer their hotel during their short stay.

Meals :—In all South American countries breakfast usually consists of coffee or tea with roll and butter, but all hotels will provide a more substantial breakfast, if desired.

Lunch (almuerzo) is served between 11 and 1, and dinner (comida) from 6 to 9, as at home. The tendency is to dine late, for the theatres rarely start before 9 p.m.

Afternoon tea, made as it ought to be made, can be had in all the principal cities. Yerba Maté, or Herva Maté (Brazilian tea) is a favourite drink, especially in Argentina, Uruguay, and Brazil.

Passports :—Close attention must be paid to regulations which vary in their details with the respective countries. Delays and inconvenience follow upon irregularity in the prescribed forms. Permits in addition to correct visas are required in some instances detailed in the chapters of this book. Extra photographs may prudently be carried.

Money Values :—Full information about national currencies is supplied in the respective chapters.

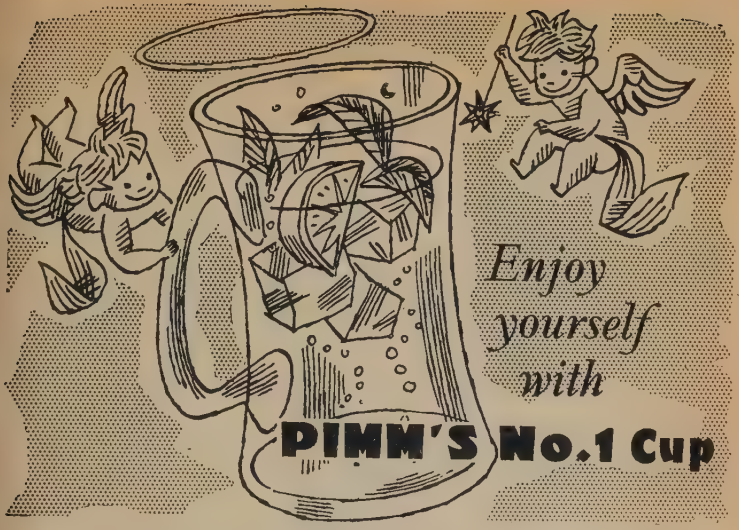
Metric Weights and Measures :—Metric weights and measures are generally used in the South American Republics. English travellers find it difficult at first to think in these terms, and usually translate them roughly into their English equivalents.

The metre (39.37 ins.) is 3.37 inches or roughly 10 per cent. longer than the yard. To convert metres into yards, add 10 per cent. ; to turn yards into metres, subtract 10 per cent.

Actual and rough equivalents :—

	Actual	Roughly.
10 metres	10.9 yds.	11 yds.
1 kilometre or 1,000 metres	1,093.61 yds.	1,100 yds.
10 kilometres	6.214 miles	6¼ miles.
100 kilometres	62.13 miles	62 miles.
Hectare	2.4711 acres	2½ acres.
10 hectares	24.711 acres	24¾ acres.
100 hectares	247.11 acres	247 acres.
Kilogramme	2.204 lb.	2¼ lb.
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The Language :—A working knowledge of Spanish (and of Portuguese in Brazil) is naturally an advantage and is almost indispensable for business. On the other hand, English is spoken by a surprisingly large number of persons, and it usually gets you through the customary routine of pleasure, travel by rail and steamer, and attendance in hotels.

Hygiene and Health :—*Visitors to the principal centres have no more reason to fear sickness than at home.* Medical aid is at hand upon the voyage, and English-speaking physicians practise in all the more important cities, where there are also hospitals equipped with all the refinements of medical science. Druggists' shops are numerous, and all the leading English and American preparations can be bought. Public sanitation has made such strides that epidemic diseases have been brought within really manageable proportions. The temperate parts of South America are quite as healthy as England, and in the tropics ill-health is more frequently caused by heedlessness than by inevitable causes.

Precautions in the *tropics* are very simple, but they should be observed. Some travellers have themselves inoculated against typhoid fever before starting the journey ; this is a wise precaution. To prevent malaria, a five-grain tablet or capsule of quinine should be taken every night—say a hundred capsules for a three-months' trip. A small bottle of chlorodyne as a remedy for dysentery is occasionally useful. A supply of purgative medicine (pills or salts) is also essential.

Travellers should make a special point of never sitting in damp clothes, even for five minutes ; a complete change should be made after a hot journey at the first opportunity. Also avoid drinking the water of the country—not that it is invariably bad, but it may be. Always wear a hat. Do not take chilling showers. Be careful of your food. It is a very good plan never to drink anything but bottled water, never to eat surface vegetables or unpeeled fruits, and to eat meals only when they are well cooked and served at a reliable hotel. Pork should always be avoided. Perhaps the best single rule is to accept the advice of English and American families that have lived a long time in the tropics.

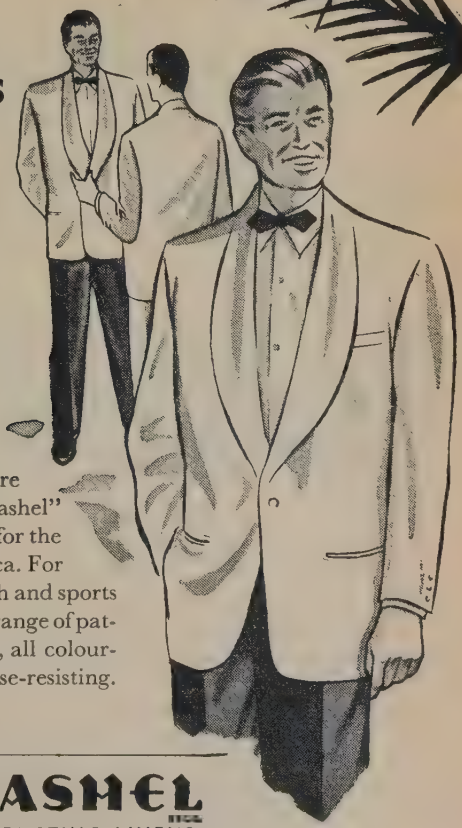
Upon steamer trips on tropical rivers a folding mosquito canopy is essential, and preferably one going into small compass. Gloves to protect the hands against mosquitoes while on deck, high shoes to protect the ankles, and a gauze canopy for the face and neck should be carried. The conditions on certain river steamers make changes of bed-linen and an air pillow necessary.

The warnings given by experienced travellers against the misuse of alcohol are well-founded and particularly so when travelling in high altitudes. No hard and fast rules about food can be laid down, but the wise traveller is temperate in all his habits.

Suitable Clothing :—The contents of one steamer trunk and one suitcase, and a handbag for soiled linen, meet the ordinary requirements of one person. Those who follow the regular routes are not more inconvenienced by heat and cold than in Europe or N. America. Light or heavy clothing should be taken according to the season, but those making a round trip of the country should

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supply themselves with both.

For the voyage through the tropics light tennis clothing with cellular or thin woollen underwear is recommended. Cotton frocks in colours which withstand strong light and sea air are most serviceable, and rubber-soled shoes should be included. For country excursions light-weight tweed costumes and strong boots are preferable.

The most suitable clothing for the tropics is either two or three light-weight suits of the "Palm Beach" type or, better still, half a dozen linen suits; these latter can be bought anywhere in Central America at a low price, and if carried, need not necessarily be got before leaving. A supply of thin cotton shirts, soft collars, and light underwear are essential. At least one ordinary worsted or serge suit, and one suit of woollen underwear, will be required for high altitudes; a light overcoat is also useful for the same purpose.

A Panamá hat is the most suitable, but a soft felt hat should also be taken for high altitudes. A travelling cap is useful. In certain parts a sun helmet or solar topee is useful, but this may be bought locally.

Thin cotton socks and pyjamas are better than wool; the latter is too hot for the greater portion of the journey. A light cotton dressing gown is also essential; shower baths are a frequent necessity, and the bathrooms in the hotel are often some distance from the sleeping quarters. Moreover, there is in many cases no accommodation for dressing in the bathrooms themselves.

The remainder of the equipment will accord with personal taste. It should be borne in mind, however, that frequent laundering is necessary, and local laundries are sometimes destructive of good materials. The highest qualities of clothing are not essential.

South American women dress with elegance, and, consistent with moderation in the quantity of their baggage, lady passengers are well advised to take new and becoming clothes. Evening dress is *de rigueur* for men at the opera.

Expeditions into the more primitive parts of the tropics call for special equipment. Excursions ashore in the Amazonian forest are best done in thin khaki breeches and shirt. Leggings and ankle boots are better than field boots, being lighter and more easily packed. Leather luggage for the same region should be protected by green canvas or mackintosh coverings against rain. Rubber-flanged tin boxes containing some 56 lb. can be employed for packing any spare effects.

Change of Temperature:—In many tropical places there is a marked difference in temperature between the interior of cathedrals and the outer air. In the higher altitudes, colds may be contracted by entering these buildings. The danger of pulmonary disease is greater because of the rarity of the atmosphere, and a light overcoat should be carried. Precautions should be taken against sudden changes of temperature.

In making sudden ascents to the higher altitudes, travellers sometimes suffer from "soroche," or mountain sickness. Those with weak hearts are cautioned against a too rapid change. Travellers who wish to avoid the sickness usually divide the trip

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from the lowlands to the uplands of Peru or Bolivia into two stages, stopping *en route* at Arequipa or elsewhere. There are doctors in constant attendance on the trains. Walk slowly, and on flat feet. Don't drink liquors or take stimulants. At the first feeling of nausea ask for oxygen from the compressed tanks carried on the train.

Quarantine Regulations :—As a rule there is no delay. Port sanitation has improved greatly, and only in exceptional cases do Latin-American ports declare quarantine against each other. When travellers are detained the expense usually falls upon their own pockets.

Vaccination :—Access to some countries is barred failing evidence of recent vaccination. The traveller should thus be vaccinated before departure. The precaution is wise, and the traveller feels a greater security against possible infection from smallpox, particularly in out-of-the-way places. Innoculation against other diseases may be discussed with a doctor.

CARE OF BAGGAGE.

As a general rule, heavy individual pieces of baggage should not be carried ; two or three suitcases are far better than a wardrobe or steamer trunk. Journeys by mule back, or by aeroplane, make the use of these latter impossible, and involve repacking, or even leaving a portion of the equipment behind.

Instructions to Passengers :—Steamship companies make regulations with a view to the greatest expedition and security. The following notices are important :—

Only baggage packed in trunks and hand-packages can be transferred and accepted as " Baggage," and must consist only of the personal effects of passengers. Any article not coming within this description must be shipped as merchandise, and freight according to tariff paid thereon.

Labelling of Baggage :—All baggage should be securely fastened, painted with the owner's name, port of destination, and bear adhesive labels stating whether wanted on the voyage or not.

Passengers are recommended also to use the Alphabetical Labels which the various companies furnish. These assist rapid sorting both on board and in the Custom House.

Locking Baggage :—Trunks and bags should be securely locked. In especial, personal baggage should not be delivered into the hands of shore touts unless carefully locked in advance.

The traveller will find it advisable to bargain beforehand with the porters (variously known as Changadores or Cargadores) who carry baggage to the piers.

Insurance :—Baggage is conveyed entirely at the passenger's own risk, unless insured. Insurance can be effected at low rates through the shipping companies.

Size of Trunks :—Cabin baggage, to go under the berths, should not be more than 16 inches high, 24 inches wide, and 36 inches long.

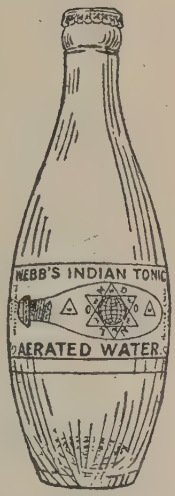
Valuables :—Passengers are warned to look after small baggage in their cabins, especially while in port when strangers are on board. Valuables may be deposited with the ship's purser.

Funds should be carried in the form of travellers' cheques, which

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may be negotiated without difficulty almost anywhere in the various capitals. These are better than letters of credit, which necessitate calling at banks at possibly inconvenient hours. The cheques are most conveniently and safely carried in a light money belt, which could also be used for a liberal supply of local currency when making trips into the interior.

Arrangements can be made for cashing travellers' cheques through the branches or agencies of the chief international banks.

There is no need to carry weapons of any kind, and, in fact, these are better avoided.

EMPLOYMENT IN SOUTH AMERICA.

Emigration to South America in search of a living demands special precautions, and should in no case be undertaken without a sufficient guarantee of a satisfactory issue. Moneyless persons, speaking English only and inexperienced in the conditions of Latin-American life, are particularly cautioned against speculative emigration upon the bare chance of finding employment. The warning applies to skilled as well as unskilled workers of both sexes, and with especial force to heads of families.

The indispensable qualifications for a post in Latin-America are : a thorough knowledge of the business or pursuit to be followed ; a speaking, reading and writing knowledge of Spanish or Portuguese (preferably both) ; an understanding of the economic geography of the southern countries ; and at least an acquaintance with the background story of the history of Latin-America.

Opportunities regularly occur for the satisfactory employment of men possessing technical or other qualifications which lend their services an exceptional value under local conditions. Notices of such openings appear from time to time in London and other newspapers, and frequently with the stipulation that a knowledge of Spanish or—for Brazil—of Portuguese is required. Employees are engaged for various branches of work through the British offices or agencies of international companies or business houses operating in South America, and are sometimes required to proceed abroad immediately. Often members of the existing staffs of such organizations trained in the routine of the business are appointed to South American vacancies. These posts are generally well paid and have attractive prospects. A large proportion of the Englishmen occupying high positions in business owe their success to beginnings made as subordinates in this way.

In accepting offers of employment a contract should be duly drawn up before departure and be authenticated before a consul of the country of destination. It should invariably provide for the payment of a return passage when the agreement expires. The terms should be supervised in the interest of the employee by one well acquainted with local conditions. For enforcement abroad it is advisable, and in some instances indispensable, that the contract and all relevant documents should be drawn up in Spanish.

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DISTRIBUTION OF TRADE.

World statistics show that trade between Latin-America and the rest of the world has now assumed much the same pattern that it had before World War II. In 1938 Latin-America got 38 per cent. of its imports from the United States and about the same percentage from Europe and Japan combined. Europe and Japan are now stepping up their trade with Latin-American countries, but have not yet made up the leeway lost during the war. The only European country whose share of this trade has sharply declined is Great Britain ; it accounted for 13 per cent. of the area's imports in 1938 but only 4.5 per cent. to-day.

In 1955 imports of the 20 republics from the U.S. were valued at $3,311.9 millions, and exports valued at $3,327.5 millions. The U.S. continues to supply about half the total imports of Latin-America, and to take some 49 per cent. of its exports.

In 1956 the United Kingdom imports from Latin-America were valued at £271,215,000 ; exports and re-exports were £135,883,000 —an enormous imbalance of £135,332,000 ; over half of it accounted for by the trade with Argentina.

The balance of trade between Latin-America and the rest of the world has usually been favourable to Latin-America.

CAPITAL IN LATIN-AMERICA.

British investment in Latin-America, a third of what it was in 1939, is no more than £244,000,000 ; it bears an interest of about 3 per cent. In 1913 British investments were equivalent to 3.3 billion dollars, U.S. investments in the area being then 3.3 billion dollars. Direct U.S. investment is 5.7 billion dollars to-day. Nearly 30 per cent. of the U.S. investments are in petroleum, 22 per cent. in public utilities, 16.8 per cent. in manufacturing, 13.3 per cent. in mining and smelting, and 10 per cent. in agriculture. Some 40 per cent. of all U.S. investment abroad goes to Latin-America. There is a return of 14 per cent. on the capital invested : precisely the same yield as on capital in the United States.

MAILS FROM BRITAIN.

Air Mail from Britain :—Air mail correspondence from Britain for Mexico, Central and South America, the West Indies and the Falkland Islands is now sent by air *via* the North Atlantic or South Atlantic routes, whichever at the time of posting happens to be the quicker route. No superscription denoting the route is therefore necessary. The routing should be left to the discretion of the Post Office.

The postage rates to all the republics dealt with in this book are : Letters, per half ounce, 1s. 3d. ; postcards, 8d. ; air-letters, 6d. There are reduced rates for printed papers, commercial papers, samples, and literature for the blind.

Letters sent by these services should carry the usual blue air mail label at the top left hand corner on the address side. Alternatively, *By Air Mail* must be written boldly in the same position.

Overseas Postage Rates :—The following surface rates for civilian correspondence came into force on October 1st, 1950 :—

	s.	d.
Letters for foreign countries generally :—		
First ounce		4
Each additional ounce		2½
Postcards for foreign countries generally		2½
Printed papers (other than newspapers, periodicals, books, pamphlets, maps and sheets of music) *for all countries* :—		
First 2 ounces		1½
Each additional 2 ounces		½
Commercial papers for all countries :—		
First 12 ounces		4
Each additional 2 ounces		½
Samples for all countries :—		
First 2 ounces		1½
Each additional 2 ounces		½
Small packets for all countries to which they may be sent :—		
First 10 ounces		7½
Each additional 2 ounces		1½
Insured boxes for all countries to which they may be sent :—		
First 10 ounces	1	3
Each additional 2 ounces		3

Printed papers rates, namely, 1d. for the first 2 ounces, and ½d. for each additional 2 ounces, continue to apply, under certain conditions, to newspapers, periodicals, books, pamphlets, maps and sheets of music.

Letter and postcard rates are 2½d. and 2d. respectively to British Guiana, British Honduras, and the Falkland Islands.

International Telephone Services :—The normal public telephone services with other countries and with ships at sea have been resumed.

SPANISH AND PORTUGUESE TERMS.

DAYS OF THE WEEK.

	SPANISH	PORTUGUESE
Sunday	Domingo	Domingo
Monday	Lunes	Segunda feira
Tuesday	Martes	Terça feira
Wednesday	Miércoles	Quarta feira
Thursday	Jueves	Quinta feira
Friday	Viernes	Sexta feira
Saturday	Sábado	Sabado

MONTHS OF THE YEAR.

January	Enero	Janeiro
February	Febrero	Fevereiro
March	Marzo	Março
April	Abril	Abril
May	Mayo	Maio
June	Junio	Junho
July	Julio	Julho

	SPANISH	PORTUGUESE
August	Agosto	Agosto
September	Setiembre	Setembro
October	Octubre	Outubro
November	Noviembre	Novembro
December	Diciembre	Dezembro

TIMES AND SEASONS.

The afternoon	La tarde	A tarde
Christmas Eve	La nochebuena	A vespera de Natal
The day	El dia	O dia
Day after tomorrow	Pasada mañana	Depois de amanhã
Easter	La Pascua	A Pascoa
A fortnight	Una quincena	Uma quinzena
Half an hour	Media hora	Meia hora
Holidays	Las vacaciones	As férias
Last month	El mes pasado	O mês passado
Lent	La cuaresma	A quaresma
Midday	El mediodía	O meio dia
Midnight	La media noche	A meia noite
Minute	El minuto	O minuto
Month	El mes	O mes
Morning	La mañana	A manhã
New Year's Eve	La víspera de año nuevo	A vespera de Ano Bom
A second	Un segundo	Um segundo
Today	Hoy	Hoje
Tomorrow	Mañana	Amanhã
Tonight	Esta noche	Esta noite
Week	La semana	A semana
Whitsuntide	El Pentecostés	O Pentecoste
Year	El ãno	O ano
Yesterday	Ayer	Ontem
Spring	La primavera	A primavera
Summer	El verano	O verão
Autumn	El otoño	O outono
Winter	El invierno	O inverno
O'clock :—1.0	La una	Uma hora
5.0	Las cinco	Cinco horas
4.30	Las cuatro y media	Quatro e meia
4.45	Las cinco menos cuarto	Cinco horas menos quinze

(N.B.—In Argentina, as in Uruguay, time p.m. is denoted as 13 (Las trece *et seq*).

TRAVELLING.

Arrival	La llegada	A chegada
Bill	La cuenta	A conta
Boat	El bote	O barco ; o bote
Boarding house	La casa de huespedes	A casa de comodos a pensão
Cab	El coche	O cabriolé
Cabin	El camarote	O camarote
Coffee-room	El café	O café
Custom House	La aduana	A alfandega
Deck	La cubierta	O convés
Departure	La salida	A saída
Embark, to	Embarcar	Embarcar
Fare, the	El pasaje	O passageiro
Guide	El conductor : el guía	O guia ; O condutor
Hall-porter	El portero	O porteiro
Land, to	Desembarcar	Desembarcar
Landlord	El fondista: el propietario	O dono da casa (popular)
Lavatory	El lavatorio	O lavatorio
Lifebelt	La salvavida	O salvavidas
Lift	El ascensor ; el elavador	O elevador
Lodgings	Los curartos ; hospedaje	Os aposentos
Luggage	El euipaje	A bagagem



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	SPANISH	PORTUGUESE
Luggage label	La etiqueta	O rótulo
Motor-bus	El omnibus	O omnibus
Motor-car	El automóvil	O automovel
No	No (Señor)	Não (Senhor)
Railway	El ferrocarril	A estrada de ferro
Railway station	La estación	A estação
Receipt	El recibo	O recibo
Rug (travelling)	La manta de viaje	A manta
Sleeping car	El coche dormitorio	O carro dormitorio
Smoking room	El fumadero	A sala de fumar
Station master	El jefe de estación	O chefe d'estação
Steward	El camarero	O moço ; o camareiro
Stewardess	La camarera	A camareira
Street	La calle	A rua
Ticket	El boleto	O bilhete
Time-table	El itinerario	O horário
Tip	La propina	A gorgeta
Train	El tren	O trem ; o comboio
Traveller	El viajero	O viajante
Waiter	El mozo	O moço (also 'garçon')
Waiting room	La sala de espera	A sala de espera
Yes	Si (Señor, Señora or Señorita)	Sim (Senhor, Senhora, or Senhorita)

FOOD AND DRINK.

Bacon	El tocino	O toucinho
Beef	La carne de vaca	A carne de vaca
Beer	La cerveza	A cerveja
Biscuits	Galletas	Bolachas, biscoitos
Bottle	La botella	A garrafa
Brandy	Coñac	A aguardente
Bread	El pan	O pão
Breakfast	El desayuno	O almoço
Butter	La manteca	A manteiga
Cake	La torta ; pastel	O bolo ; a torta
Champagne	Vino de Champaña	A Champanha
Cheese	El queso	O queijo
Chocolate	El chocolate	O chocolate
Cigar	El cigarro	O charuto
Cigarette	El cigarillo	O cigarro
Claret	Vino tinto	O clarete
Cocoa	El cacao	O cacao
Coffee (black)	El café solo	O café preto; o café puro
Coffee (with milk)	El café con leche	O café com leite
Cream	La crema	A nata, creme
To dine	Comer	Jantar
Dinner	La comida	O jantar
Drink	La bebida	A bebida
Dry	Seco	Seco
Egg	El huevo	O ovo
Eggs and Bacon	Huevos y tocino	Ovos com toucinho
Fowl	El ave	A ave
Fried	Frito (a)	Frito
Fruit	La fruta	A fruta
Gin	Ginebra	O Gin
Hungry (I am)	Tengo hambre	Tenho fome
Knife	El cuchillo	A faca
Lamb	El cordero	O cordeiro
Marmalade (or Jam)	La mermelada	A geleia ; o doce
Meat	La carne	A carne
Milk	La leche	O leite
Mineral water	El agua mineral	A agua mineral
Mustard	La mostaza	A mostarda
Mutton	La carne de carnero	A carne de carneiro
Omelet	La tortilla	A omeléte, omelette
Pear	La pera	A pêra
Pepper	La pimienta	A pimenta
Plate	El plato	A prato

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BISCUIT MANUFACTURERS, PEEK, FREAN & CO. LTD.

in Portuguese

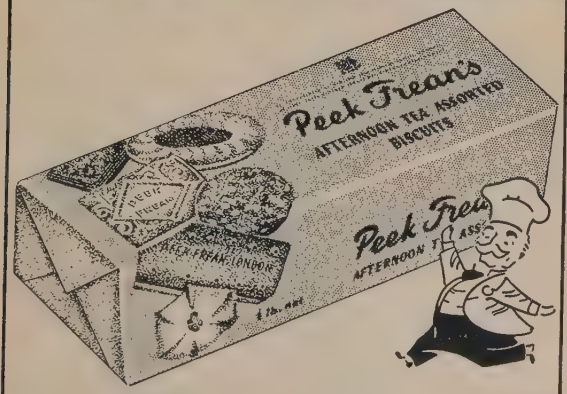
Bolachas!

in Spanish

Galletas!

in English

Peek Frean!



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B

	SPANISH	PORTUGUESE
Pork	La carne de puerco	A carne de porco
Ripe	Maduro	Maduro
Salt	La sal	O sal
Siphon	El sifón	O sifão
Smoking	Fumante	Fumando
Soup	La sopa	A sopa
Spoon	La cuchara	A colher
Sugar	El azúcar	O açucar
Thank you	Gracias	Obrigado
Veal	La carne de ternera	A carne de vitela
Vegetables	Los legumbres	Os legumes
Water	El agua	A agua
Whisky	Whisky	O whisky
Wine	El vino	O vinho

APPAREL.

Boots	Las botas	As botinas
Braces	Los tirantes	Os suspensorios
Brush	El cepillo	A escova
Clothes brush	El cepillo de ropa	A escova de roupa
Coat	La casaca	O casaco
Collars	Los cuellos	Os colarinhos
Cuffs	Los puños	Os punhos
Curling tongs	El rizador	Os encrespadores
Dress	El vestido	O vestido
Evening dress	El traje de etiqueta	Traje a rigor
Fur	La piel	A pele
Gloves	Los guantes	As luvas
Hairpins	Las horquillas	Os grampos
Handkerchief	El pañuelo	O lenço
Hat	El sombrero	O chapéu
Jewellery	Las joyas	As joias
Necktie	La corbata	A gravata
Nightgown	El camisón	O camisão ; a camisola
Overcoat	El sobretodo ; el abrig	O sobretudo
Parasol	El quitasol	O guarda-sol
Pyjamas	Pijama	O pijama
Purse	La bolsa	A bolsa
Razor	La navaja ; Maquina para razurar	A navalha de barba
Ring	El anillo ; la sortija	O anel
Shirt	Camisa	A camisa
Shoes	Los zapatos	Os sapatos
Skirt	La falda	A saia
Slippers	Las zapatillas	Os chinelos
Soap	El jabón	O sabão
Sponge	La esponja	A esponja
Stockings	Las medias	As meias
Stud	El botón de camisa	O botão do colarinho
Towels	Las toallas	As toalhas
Trousers	Los pantalones	As calças
Umbrella	El paraguas	O guarda-chuva
Waistcoat	El chaleco	O colete
Watch	El rolej	O relógio

CARDINAL NUMBERS.

1	Uno (m) una (f)	Um (m) uma (f)
2	Dos	Dois (m) duas (f)
3	Tres	Tres
4	Cuatro	Quatro
5	Cinco	Cinco
6	Seis	Seis
7	Siete	Sete
8	Ocho	Oito
9	Nueve	Nove
10	Diez	Dez



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Choose one, choose many, all Radiac shirts are tailored with infinite care in a wide range of fabrics and styles for leisure, for pleasure, for business and for full dress occasions. The woman in the picture values a shirt which is superbly washable and will give excellent wear. Radiac is that kind of shirt—and guaranteed, of course.

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Shirt manufacturers for 113 *years*

	SPANISH	PORTUGUESE
11	Once	Onze
12	Doce	Doze
13	Trece	Treze
14	Catorce	Quatorze
15	Quince	Quinze
16	Dieciseis	Dezeseis
17	Diecisiete	Dezesete
18	Dieciocho	Dezoito
19	Diecinueve	Dezenove
20	Veinte	Vinte
21	Veintiuno (a)	Vinte e um
22	Veintidos	Vinte e dois
23	Veintitres	Vinte e tres
24	Veinticuatro	Vinte e quatro
25	Veinticinco	Vinte e cinco
26	Veintiseis	Vinte e seis
27	Veintisiete	Vinte sete
28	Veintiocho	Vinte e oito
29	Veintinueve	Vinte e nove
30	Treinta	Trinta
31	Treintiuno (na)	Trinta e um
32	Treintidos,* etc.	Trinta e dois
40	Cuarenta	Quarenta
50	Cincuenta	Cincoenta
60	Sesenta	Sessenta
70	Setenta	Setenta
80	Ochenta	Oitenta
90	Noventa	Noventa
100	Cien, ciento	Cem, Cento
101	Ciento uno (una f)	Cento e um
200	Doscientos (m) Doscientas (f)	Duzentos (a)
300	Trescientos	Trezentos
400	Cuatrocientos	Quatrocentos
500	Quinientos	Quinhentos
600	Seiscientos	Seiscentos
700	Setecientos	Setecentos
800	Ochocientos	Oitocentos
900	Novecientos	Novecentos
1,000	Mil	Mil
1,001	Mil uno (una)	Mil e um (uma)
1,100	Mil ciento	Mil e cem
1,101	Mil ciento uno	Mil cento e um
1,200	Mil doscientos	Mil e duzentos
2,000	Dos mil	Dois mil
100,000	Cien mil	Cem mil
200,000	Doscientos mil	Duzentos mil
500,000	Quinientos mil	Quinhentos mil

*The compound numbers (16 to 99, except the even tens) can also be spelt diez y seis, veinte y dos, cuarenta y cinco, etc.

ORDINAL NUMBERS.

1st	Primero	Primeiro
2nd	Segundo	Segundo
3rd	Tercero	Terceiro
4th	Quarto	Quarto
5th	Quinto	Quinto
6th	Sexto	Sexto
7th	Septimo	Setimo
8th	Octavo	Oitavo
9th	Noveno nono	Nono
10th	Décimo	Decimo
11th	Undécimo or décimo primero	Undecimo
12th	Duodécimo or décimo segindo	Duodecimo
20th	Vigésimo	Vigesimo
21st	Vigésimo primero, etc.	Vigesimo-primeiro, etc.



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On the Way to South America

(DIRECT) DISTANCE TABLES.

EUROPE TO RIVER PLATE.

The distance from port to port is to be read at a glance in the table below; thus Southampton to Recife (*direct*)—3,956 miles; Lisbon to Buenos Aires (*direct*)—5,324 miles.

London (Tilbury)														
636	**Liverpool**													
192	460	**Southampton**												
216	434	83	**Cherbourg**											
806	773	648	601	**Vigo**										
864	829	706	658	78	**Leixoes (Oporto)**									
1029	990	866	818	240	177	**Lisbon**								
1457	1425	1311	1270	702	652	528	**Madeira**							
1682	1650	1525	1484	910	851	710	282	**Las Palmas**						
4115	4080	3956	3906	3350	3296	3155	2651	2458	**Recife**					
4505	4465	4338	4290	3730	3681	3540	3035	2870	389	**Salvador**				
5182	5150	5025	4975	4414	4363	4222	3720	3523	1080	747	**Rio de Janeiro**			
5375	5335	5210	5162	4608	4551	4410	3926	3712	1262	934	212	**Santos**		
6181	6132	6007	5959	5398	5347	5206	4721	4507	2060	1732	1028	888	**Montevideo**	
6295	6246	6121	6073	5512	5465	5324	4849	4622	2173	1845	1142	998	114	**Buenos Aires**

DISTANCES FROM PANAMÁ.

Southampton—Panamá .. 4,641 miles Liverpool—Panamá .. 4,674 miles
New York—Panamá .. 2,016 miles

WEST COAST DISTANCES.

Panamá						
1340	**Callao**					
1783	449	**Mollendo**				
1912	581	139	**Arica**			
1980	646	219	107	**Iquique**		
2137	806	428	323	223	**Antofagasta**	
2449	1127	781	697	598	392	**Coquimbo**
2615	1299	962	881	780	576	199 **Valparaiso**

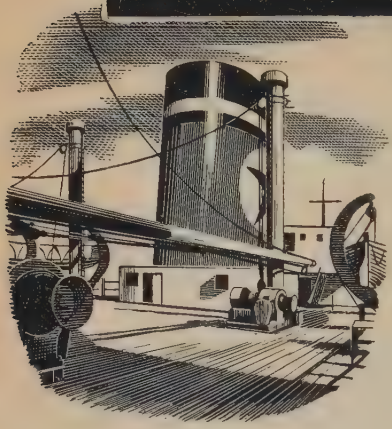
DISTANCES FROM NEW YORK.

(British Admiralty Tables.)

New York to :—	Miles
Belem	2,855
Recife	3,670
Salvador	4,057
Rio de Janeiro	4,743
Santos	4,930

New York to :—	Miles
Rio Grande (R. G. do Sul) ..	5,451
Montevideo	5,727
Buenos Aires	5,838
Bahia Blanca	6,120
Magallanes (Punta Arenas)	6,981

Clarke Chapman



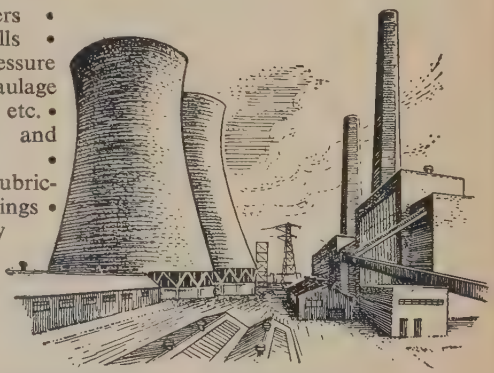
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The **ports of call** on the way from Europe or the United States to South America vary according to the voyage and to the individual arrangements of the steamship companies. Brief descriptions are given here of intermediate points lying upon the main ocean routes, and also of some others which are less often visited. Some particulars are given of attractions in the vicinity, even though visits to the interior may not always be practicable to through passengers. Upon any of the main routes the voyage can be made in complete comfort, and, indeed, luxury.

The steamers carrying passengers to South America are specially designed for the trade and are noted for their comfort, cleanliness, and discipline. They are fitted with artificial heating for cold weather, and with ventilating systems to relieve oppressive heat in the tropics. The appointments of the larger vessels are strikingly magnificent, with a first-class orchestra for concerts, dances, and fancy dress balls ; a gymnasium (in charge of an expert instructor) ; an open-air swimming-bath available for the greater portion of the voyage ; and full facilities for deck games and sports.

Full enjoyment of the social opportunities depends largely upon the passengers themselves, who contribute to their own and the general pleasure by forming committees for the organization of games and other gatherings.

LA ROCHELLE PALLICE.

La Rochelle Pallice is touched by certain of the steamship services to South America. Outward mail boats stay long enough in port for passengers to visit (by frequent motor-buses) the interesting and historic city of **La Rochelle**, four miles away. The main sights are the Cathedral in the Place de Verdun (built 1780 in the Byzantine Style); the Hotel de Ville (gothic) ; the Chamber of Commerce ; the " Mail," a popular promenade, with Casino, etc. The houses and shops in this old city are quaint. Many side-walks are covered by arches which recall Chester and other old English cities.

There is every facility at La Rochelle Pallice for the rapid and safe handling of motor-cars.

The city is a convenient point of departure for passengers to the South of France and Touraine. Trains leave at short intervals for Paris, Niort, Saintes, Bordeaux, Nantes, Pau, Biarritz, Bayonne, Lyon, Central and Southern France.

Landing : Vessels usually berth alongside the Môle d'Escale ; occasionally passengers disembark by tender.
Hotels : Hôtel Champlain ; Hôtel de France ; Hôtel du Commerce ; Hôtel de la Paix ; Hôtel Trianon ; Hôtel des Etrangers.
Restaurants : Mole d'Escale ; Auberge du Chapon Fin ; La Cremaillere ; La Pergola ; Maurice.

SANTANDER.

Santander, upon the north coast of Spain, is a regular port of call for P.S.N.C. steamers from Liverpool to the West Coast of South America, and normally a stay of ten to twelve hours is made. The port is 685 nautical miles from Liverpool, has 100,000 inhabitants, and is placed picturesquely upon the bay. The natural charm of the coast, the fine beaches, and the favourable climate have made it into a fashionable seaside resort of international reputation. The

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town enjoys the patronage of the most select Spanish society, who stay at the fine hotels or in their own sumptuous villas. Many national sporting events, such as tennis and golf championships, yacht races, etc., are held there annually. Students from all over the world attend the Summer University. There are a large number of hotels and boarding houses. International Festivals of Music, Drama, Ballet, etc, are held at the Plaza Porticada during the summer months. There is a camping ground for tourists near the Lighthouse of Cabo Mayor and close to the beaches of Sardinero.

Places of Interest :—The old and the new towns are distinctly separate. The former is on a hill crowned by an old castle, its streets narrow and tortuous. The Cathedral, a 13th century Gothic building, has a crypt which is worth visiting. In the lower (the new town) the wide, straight thoroughfares lined with beautiful trees, are flanked by fine buildings and handsome residences. Surmounting the rocky promontary which forms the eastern arm of the Bay of Santander, is the splendid Royal Palace of Magdalena, set in extensive grounds which include a large polo field. On the far side of this peninsula and a little to the west lies the Sardinero Beach bordering the Bay of Sardinero, a beach of fine golden sand with safe sheltered bathing. Many of the best hotels and villas are along the shore, which is approached from the landing place by the famous Avenida de la Reina Victoria. At the back of Santander lies a chain of sheltering mountains known as the " Picos de Europa " (Peaks of Europe). The highest (Torre de Cerredo) does not exceed 9,000 feet, but the rise from sea level is so abrupt that they are most impressive. There is an entrancing variety of scenery—glaciers, ravines, peaks, and precipices. A number of pleasant walks and drives may be made in this area. Nineteen miles from Santander, at Santillana del Mar, are the famous caves of Altamira, with their pre-historic paintings.

LA CORUÑA.

La Coruna, on the north-western coast of Spain, is served by the principal vessels sailing between England and South America. It is a main line terminus from which expresses with dining and sleeping-cars run daily to and from Madrid and the frontier.

The town is associated in English memory with Sir John Moore, who, when driven from the interior by Napoleon, turned upon Soult in January 1809 and administered a check which enabled the British forces to escape to the ships. His grave lies in the Garden of San Carlos on the outskirts of the town. The ruins of the port gates are memorable as those from which Philippe II sailed to marry Mary Tudor, and Charles V for his coronation as Emperor of Germany.

The upper town on the mountain side is walled by ancient battlements, but the lower town has many new buildings. During the " Horas de Paseo " the general animation and gaiety is almost Parisian in its atmosphere.

Santa María del Campo, the principal church, is a small Gothic building with three naves, a Norman porch, and a pyramidal tower. The church of San Jorge (Plaza de San Jorge) contains two famous paintings, " Annunciation " and " Purgatory," by Pierre Vanderlaken. There is a fine fifteenth-century bas-relief in the side tower of the Capucine convent (Calle de Panaderas). There are charming motor drives in the neighbourhood, and many good trout streams.

Hotels :—	Address.		Per day.
Finisterre	Paseo Parrote	from 200	pesetas
Embajador	Marina	„ 175	„
Atlantico	Mendez-Nuñez	„ 100	„
Palas	Cantón Grande	„ 90	„
España	Juana de Vega	„ 70	„
Roma	Calle Castelar	„ 55	„
Continental	Calle Castelar .. Rooms only	„ 20	„

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Excursions :—Bus to Sada ; motor to Arteijo, Carballo and Santiago de Compostela ; train to Ferrol and to Santiago de Compostela.

VIGO.

Mail steamers call, but do not usually stay for long (outwards, 5 ; homewards, 2 hours). The Bay is 20 miles long by 3 miles wide, with very deep water and is large enough to hold all the world's navies. Cabo Estay on the south and Sobrino Point on the north guard an opening nine miles wide. The rocky and picturesque Islas Cies form a complete natural breakwater against westerly gales. The City, nine miles up the southern shore of the Bay, is modern, has 150,000 inhabitants and beautiful massive stone houses. It looks remarkably clean and well kept and is beautifully set, rising tier by tier up a steep hill from an avenue of plane trees at the base to a citadel crowning the height.

This Citadel, called "El Castro," built by Philippe IV, was formerly one of the three forts that guarded the town. To-day it is surrounded by a beautiful park, easily reached by car, from which an almost aerial view may be obtained. It is provided with a good restaurant where excellent meals may be had.

Another spot for sight-seeing is mount "La Guia," from which a sidelong view of the town may be obtained. A visit to Castrelos Palace is also recommended. It is an antique building converted into a museum, surrounded by lovely gardens, where the Head of State resides when in Vigo.

Notable buildings include the principal church (Doric Greek), standing in the Plazuela de la Iglesia. The Theatre Garcia Barbon, the Casino, and the Rosalia Night Club, grouped together in one building, are in the Calle Policarpo Sanz. The Cine Fraga is in Calle del Uruguay. There are other picture houses besides. The agency of the Royal Mail Lines, Limited, where an English-speaking staff is engaged, is near the quay. Also on the sea front is the new building of the Royal Nautical Club, in the shape of a ship. It is one of the finest in Europe. P.S.N.C. vessels now call at Vigo.

Conveyances :—Open or closed motor cars, ptas. 50 and 40 for large and small cars respectively, within the limits of the town, and per hour. Cars engaged to leave the town are charged by the distance at the rate of ptas. 4.00 and ptas. 3.00 per kilometre for large and small cars respectively.

Cables :—The Eastern Telegraph Co., Ltd., Calle Taboada Leal 40.

Royal Mail Lines Agency :—E. Duran e Hijos, S.A., Avenida de Canovas del Castillo, 3. P.O. Box 73.

Hotels.	Address.	Per day.
Continental ..	Avenida Canovas del Castillo ..	from 110 pesetas.
Grand	Calle Policarpo, Sanz 5	„ 190 „
Universal ..	Avenida Canovas del Castillo ..	„ 90 „
Alameda	Plaza Compostela	„ 60 „

Prices include meals except at the Alemeda.

Excursions :—By motor launches to the Island of San-Simon, Puente Sampayo, and other picturesque spots up the river. Ferry boats leave hourly for Cangas and Moaña, fishing villages on the north of the bay, from which there are pleasant walks to hamlets in the interior. Three admirable beaches are within easy distance. Samil Sands, the best for bathing, is 20 minutes' electric tram ride ; Bayona beach famous for its sunsets, is one hour's electric tram journey ; Playa America has 2 good small hotels and villas to let. At the Club de Campo (Country Club) tennis

may be played by special permission.

In a couple of hours a tour can be made by motor car to "El Castro" and "La Guia" mounts, as well as to Castrelos Palace, which affords a magnificent idea of the town.

OPORTO.

Leixões is the seaport for Oporto. It has been secured from storms by two great jetties seen on either side as the steamer enters the harbour. It is served from Oporto, 5 miles away, by both standard and narrow gauge railways.

Oporto has several public squares. The largest is the Praça da Liberdade, with a fine bronze statue of Dom Pedro IV. All over the city are fountains and well laid-out promenades. The Sunday promenade in the Crystal Palace gardens is especially fashionable.

Many of the dwellings date from the sixteenth century. The streets of the old town are narrow and tortuous, although there are striking modern boulevards. Good examples of the latter are the Rua dos Clerigos, the streets of Santo Antonio and Santa Catarina, the Rua Sá da Bandeira, and the Rua das Flores (the "Regent Street" of Oporto). The last-named shows beautiful examples of the local gold and silver filigree work.

The cathedral (Sé) has a fine interior, including a solid silver altar and retable. The church of São Francisco, close to the Bolsa (Exchange), is a mass of delightful carving of the fifteenth and sixteenth centuries. The Clerigos church has the highest spire in Portugal (246 ft.). This dominates the city from every point. The

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post office lies in Praça da Batalha, east of the Central Station.

A remarkable bridge—the Ponte de Dom Luiz Primeiro—is a quarter of a mile to the south of the Praça da Liberdale. It crosses the Douro in a single span of 560 ft. at a height of 120 ft. The engineer of this bridge, and of one higher up the gorge, was Eiffel, who designed the Eiffel tower. From the monastery between these bridges the Duke of Wellington launched his attack upon the French General Soult.

Cathedral Hill and Victory Hill look down upon the River Douro, which flows through an area famous the world over for its port wine. The wine is brought by rail and river from the grape-growing district to the wine lodges at Vila Nova de Gaia (seen across the river from the city), whence this valuable local monopoly is shipped.

Time in Port: About 3 hours. Landing is by motor launch: return fare, Ecs. 20. Praça da Libertade, a good shopping centre, is one hour by trams 1, 5, and 19. Other good shopping centres are Rua das Flores, Rua do Santo Antonio, and Rua dos Clerigos. For those staying a few days BUSSACO, famous beauty spot, can be reached in about 2 hours by train to Pampilhosa and on by motor. COIMBRA, the university town, is reached by fast train in 1 hr. 40 mins. It is 6½ hours, through beautiful country, by fast train to the Cathedral city of VIZEU. Historical BRAGA is 1½ hours by rail or one hour by motor. The pretty VIANA DO CASTELLO, at the mouth of the Lima river, is recommended for those staying a few days in the N. There is a colourful "festa" in August with folk-dancing, a bull-fight, and fireworks. SAMEIRO'S springs and beautiful church are reached in an hour by tram and pony from Braga.

Royal Mail Lines Agency: Tait & Co., Rua do Infante D. Henrique, 19, P.O. Box 4.

Hotels: full board terms, one person, in escudos: Hotel Infante de Sagres, Praça D. Filipa de Lencastre, 140$00/320$00, Grande Hotel da Batalha, Praça da Batalha, 90$00/150$00, Hotel do Imperio, Praça da Batalha, 100$00/295$00, Grande Hotel do Porto, Rua S. Catarina, 197, 65$00/160$00, Hotel Paris, Rua da Fabrica, 27/29, 75$00/150$00, Chic Pensão, Rua Formosa, 353, 50$00/85$00.

LISBON.

The south-western coast of Portugal is low-lying and looks insignificant from the sea. At length there is a gap, and the vessel steams up the estuary of the Tagus. The scenery changes, and we see the Rome of the Iberian Peninsula, Lisbon, standing out in all the majesty of her seven hills. The city rises in picturesque terraces, a most striking spectacle. Many of the houses are faced with tiles, often in rich blue.

Mail steamers to South America from Southampton and London moor alongside the quay at Alcantara or at the Rocha do Conde de Obidos. Passengers like to visit the famous "Black Horse Square" (Praça do Comercio), so named from the bronze equestrian statue of José I in the centre. Almost all the buildings in this square are Government buildings. On the east is the Bolsa (Exchange), and on the west the Post Office. Lisbon has other fine squares, including the Praça do Municipio, with a curious marble pillar, and the Praça D. Pedro IV (Rossio). Praça Luis de Camões, with its monument to the great poet, and the grand "Avenida da Liberdade," should not be missed.

The Cathedral or Basilica of St. Vincent preserves in part its original Gothic architecture, and in part the French style of Louis XIV, introduced when the building was restored after an earthquake. It contains the bones of St. Vincent, the patron saint of Lisbon. The legends of the Sacred Ravens are shown in blue and white tiles



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round the walls.

The Church of San Roque, despite a mean exterior, has rare marvels within. Its crowning glory is the Chapel of St. John the Baptist, to the left of the High Altar. Other sacred buildings worth visiting are São Vicente de Fora (on rising ground east of the cathedral), the Estrela Church (dominating the west of the city), and Nossa Senhora da Conceiçao Velha (Rua da Alfandega, off the east side of Black Horse Square. The Castelo de S. Jorge, the Museu Militar (daily, 2 p.m. till 5 p.m., except Mondays and holidays), and the Museum of Contemporary Art, Rua Serpa Pinto (daily, 11 a.m. till 5 p.m., except Mondays and holidays), are all well worth a visit.

Other points of interest include the Museum of Arte Antiga at the Janelas Verdes, where there is a good collection of art treasures; the Palacio da Assembleia Nacional (Parliament House) in Largo da São Bento, on the west side of the city; Museu Nacional das Belas Artes (open Sundays and Thursdays, 11 a.m. to 4 p.m.; other days, mid-day to 2 p.m., by application); Museu Archeologico do Carmo (antiques, etc., open daily 10 a.m. to 4 p.m.; charge 1 escudo); Academia das Sciencias (Rua do Arco de Jesus, open week days, 10 a.m. to 3 p.m.); Botanical Gardens (north-west of Rossio Square), said to be the finest in Europe; Estufa Fria (Fernery and Rock Gardens) in King Edward VII Park, at the top of Avenida Liberdade; Bull-ring (in Praça do Campo Pequeno), bull-fights in summer; the Estadio Nacional (Stadium), seating 60,000 people, in the Vale do Jamor, 10 minutes by road; National Library, north-west of Black Horse Square, with many rare MSS. and books. Inclined railways and street lifts carry pedestrians from terrace to terrace. The waterworks of Lisbon are remarkable.

Conveyances :—Electric trams, buses, and motor cars. Elevators and inclined railways connect the upper and lower towns.

Railway Stations :—(1) Estação Rossio (Central Station), the principal terminus for inland routes.

(2) Estação de Barreiro, on the south side of the Tagus. A steam ferry connects it with "Black Horse Square."

(3) Estação Caes dos Soldados, on the East quay.

(4) Estação Caes do Sodré, on the West quay, for electric trains to Estoril, Mont Estoril, and Cascaes.

(Nos. 3 and 4 stations for local lines).

Shopping Centres :—Rua Augusta, Rua Garrett, Rua Aurea, Rua da Prata, Rossio Rua do Carmo.

Cables :—Eastern Telegraph Co., Ltd., 40/42 Rua Augusta.

Royal Mail Lines Agency: James Rawes & Co., Ltd., Rua Bernardino Costa, 47. (P.O. Box 122).

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Hotels :—	Address.
Aviz	Ava. Fontes Pereira de Mello.
Embaixador	Av. Duque de Loulé.
Imperio	Rua Rodrigues Sampaio.
Avenida Palace	Rua 1° de Dezembro.
Condestavel	Trav. do Salitre.
Florida	Rua Duque de Palmela.
Victoria	Av. da Liberdade.
Tivoli	Av. da Liberdade.
Metropole	Rossio.
Borges	Rua Garrett (Chiado).
Europa	Praça Luiz de Camões.
Miraparque	Av. Sidónio Pais.

Note : These hotels are given, roughly, in their order of decreasing expensiveness.

(For the Announcements of Local Hotels and Business Houses see the section of this book headed "LOCAL CLASSIFIED ADVERTISEMENTS.")

A short distance from Lisbon is **Belem,** reached by electric tram or rail from Caes do Sodré Station. Close to the mouth of the Tagus, it contains the Tower of St. Vincent, the first building seen by passengers arriving by steamer. Here also are the Church and Convent of St. Mary, generally known as the Jeronymos. The church was built in 1500 to commemorate the discovery of the sea route to India by Vasco de Gama. It is here that Camões, Vasco de Gama, and several of the kings lie buried. The Cloisters are exceptionally beautiful.

In the ancient riding hall attached to the Palace of Belem (now the residence of the President of the Republic) is the Museu dos Coches, open daily except Mondays and holidays. Its collection of coaches is the finest of its kind in the world.

Sintra is reached by rail in about an hour from Rossio Station ; or by motor-car, which should be hired from an approved service.

George Borrow wrote ;

If there be any place in the world entitled to the appellation of an enchanted region it is surely Cintra . . . by Cintra must be understood the entire region—town, palace, quintas, forests, crags, Moorish ruins, which suddenly burst on the view on rounding the side of a bleak, savage and sterile-looking mountain.

Sintra is at its almost perfect in March-April. Places of interest in the neighbourhood include Montserrate, Cork Convent, Praia das Maçãs and the old Moorish castle ; also Colares, famous for its vineyards.

Hotels :—Netto, Nunes, Central.

Estoril and Mont Estoril, about 35 minutes by express train from Caes do Sodré Station, lies on the Bay of Cascaes, sheltered by the pine-clad hills of Sintra. It is a delightful winter resort, and a residential quarter for Lisbon people. The hotels are good and the charges moderate. Excellent boating, fishing, and bathing can be had, and there are lovely walks. There is a fine Casino in the park near the Palace Hotel, and a beautifully situated 18-hole golf course.

Hotels :—At Estoril : Estoril Palacio, Parque, Paris. At Monte Estoril : Grande, Miramar, Atlantico, Mont' Estoril. Several comfortable pensions at moderate prices.

MADEIRA.

The island is notable for a climate sunny without oppressive heat, and for an abundance of moisture without heavy rainfall. The winter season, the one most often selected for visits, extends from November to May, and the very agreeable summer season from June to October. There are hills 6,000 ft. high, on which flourish pines and the vegetation of temperate zones. The valleys between glow with the lustre of the tropics, and geraniums grow thickly in the hedges. The Southern slopes are covered with vineyards. The Lodges of the Madeira Wine Association, in which the famous Madeira wine is prepared, are centrally situated and open to inspection.

For political and judicial purposes Madeira is treated as an integral part of Portugal. The Portuguese import tariff is applicable.

Funchal, the capital, lies at the foot of a vast amphitheatre of hills. The scene as the steamer enters is fascinating, for the town is picturesquely laid out. The streets are paved with smooth, round cobbles, and sledges are much used for transit. Wicker-work, embroidery, lace, and jewellery are offered for sale from boats, and

can also be bought ashore.

The public buildings are not without merit, but it is the peculiarities of costume and the domestic architecture which will most interest the visitor. The highly-polished cobble stones of the streets are trying and women should wear flat-heeled shoes ; rubber soles or heels are recommended. The market-place is well supplied with tropical and other fruits at all seasons of the year, and each passer-by, from the hammock-bearer in his white linen clothes to the peasant in his strange and often grotesque headgear, excites attention.

The re-grading of several roads outside Funchal has opened up a large tract of beautiful, and formerly difficult, country to travellers by motor-car. The New Mole, extending 300 metres from Loo Rock, is to be lengthened by 500 metres during the next few years. The new Municipal Market, on the east side of the town, is well worth visiting.

Landing :—By launch to shore and back to ship, 4s. for the double journey.
Royal Mail Lines Agency :—Blandy Brothers & Co., Ltda., 20 Rua da Alfandega. P.O. Box F, Funchal.
Casino :—This is situated amidst beautiful grounds at the Quinta Vigia, with delightful views overlooking the Bay, but there is no gambling.
Golf :—A fine 9-hole Golf Course has been opened at S. Antonio da Serra, 45 minutes' drive from Funchal, at an altitude of 2,500 feet, with grand mountain scenery.
Conveyances :—In the town, bullock sledges (or " Carros "), 5s. per hour, or according to distance.
Taxis :—The taxi-metre charge is $4.00 for the first 500 metres, $0.70 for each additional 200 metres, and $0.75 for each 5 minutes waiting time. Motor buses run to all parts.

REID'S HOTEL MADEIRA



VISIT REID'S HOTEL—world renowned for the beauty of its gardens. All the year round Sea Bathing, Water Ski-ing, Pedalo Boats, Hard Tennis Courts, Dancing every night. Reduced rates for Summer & Autumn Holidays. Special currency facilities available. All enquiries to leading travel agents or General Manager, Reid's Hotel, Madeira.

U OF I
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Guide Book :—Madeira and the Canary Islands, by A. Gordon-Brown. Hale, for the Union Castle Steamship Co. 8s. 6d.

Shopping Centres :—The main shops cluster round the top of the Entrada da Cidade, the avenue leading from the centre of the town to the quay.

Restaurants :—Chalet Restaurant Esplanade, Golden Gate, Theo's, Flamingo.

English Rooms :—This Club, which is in the centre of the town overlooking the sea, has a fine library and the latest periodicals. Visitors are welcomed.

The British Country Club is in the Hotel district and has a sporting mashie Golf Course, Tennis Courts, and Squash Court, besides other facilities. Application for membership should be made to the Secretary.

Cables : All telegrams and cables should be sent through the Marconi Radio Station (close to Cathedral).

Bathing :—Reid's and Savoy Hotels have their own sea bathing facilities, and there is a fine Municipal Bathing Pool at the Lido.

Hotels :—	Situation		Shillings Per day.
Atlantic	West Town	from	24/-
Bella Vista	West Town	„	20/-
Miramar	West Town	„	31/3
New Avenue	West Town	„	45/-
Reid's	Western Sea Cliff	„	50/-
Savoy	West Town	„	37/6

Reduced rates are given during the period May/November inclusive. There are several good pensions from about 15/- a day.

GRAND CANARY.

Las Palmas is the capital of the island of Grand Canary. The island is almost circular in shape, 34½ miles long by 29½ miles broad, and has a population of 375,000. Its surface is traversed by mountain ranges and great ravines ; the largest, the Barranco de Tejeda, almost cuts it into two. Many of the ravines are exceedingly picturesque and thickly clad with hanging woods where there is

LAS PALMAS · Grand Canary

Magnificent Harbour. Ample protected quay and anchorage space and depth of water for largest vessels afloat.

Salvage Tug "FORTUNATE" 1000 H.P. stationed at Las Palmas.

GRAND CANARY COALING COY. S.A.

Telegraphic Address : "Coaling Las Palmas."

Ship and Passenger Agents
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AGENTS FOR ROYAL MAIL LINES, LTD.

water. The south-eastern coast is flat, with miles of beautiful beaches ; the country in general is exceedingly fertile, giving heavy yields of oranges, tomatoes, figs, almonds, bananas, grapes, maize and cotton. The port, **Puerto de la Luz,** is 4 miles from the town of Las Palmas, with which it is connected by a service of motor-buses. Most visitors to Grand Canary make Las Palmas their headquarters. Interesting places to visit are TEJEDA, at 4,900 ft., with its splendid scenery, AGAETE, where there are mineral springs and a beautifully situated hotel, TEROR, a typical Canary village, MONTE, and others.

Las Palmas is a clean, well-laid-out town with a population of 160,000, including its port, La Luz. It is divided into three districts : Alcaravaneras, with luxurious villas and chalets, English church and British Club ; Triana, the main shopping centre ; and Vegueta, the older part of the town, with its fine squares and promenades. Both the Cathedral and the Museo Canario (aboriginal remains, skulls, mummies, pottery), are well worth a visit. So is the charming chapel of San Antonio Abad, where Columbus once prayed.

The Town has every possible kind of amusement, from dancing, tennis and golf to Lucha canaria (Canary wrestling), Pelota basca (Basque ball game), cock-fighting, boxing, football and regattas. There is excellent bathing all the year round, and sea fishing gives good sport. There is an imposing Casino (no gambling) in the middle of the town, and a nautical club at the port.

Hotels : Hotel Santa Catalina in the Doramas Park ; Gran Hotel Parque in San Telmo Park ; Hotel Madrid near the Casino ; Hotel Cairasco in Alameda ; Atlantic Hotel in the Garden City. The Hotels Santa Brigida, Los Frailes, and Lentiscal, in beautiful country surrounded by hills, are within easy reach of Las Palmas. There are several boarding houses.

Cables :—Transradio Espanola S.A., Calle Leon y Castillo 537 ; Italcable, S.A., in Santa Catalina Park.

Excursions :—There are several good motor roads. The following routes are recommended : Las Palmas, Marzagan, Jinamar, Atalaya, Santa Brigida, San Mateo, and back, 50 km. Las Palmas, Tafira, Monte, Santa Brigida, Madronal, San Mateo, Las Lagunetas, Cruz de Tejeda, and back 90 km. Las Palmas, Tamaraceite, Teror, Valleseco, Palmas, Arucas, Tenoya, and back, 55 km.

Shipping :—Las Palmas is a port of call for vessels of the Royal Mail Lines, Ltd. Fortnightly service. Calls by many other important lines. There are twice daily air services, and daily departures between Las Palmas and Santa Cruz de Teneriffe, three weekly services to the Peninsula, and during the summer one weekly to Southampton *via* Madeira and Lisbon.

Royal Mail Lines Agency :—Grand Canary Coaling Co., S.A., Muelle Santa Catalina, Puerto de la Luz. P.O. Box 18.

TENERIFFE.

Teneriffe, the largest of the Canary Islands, lies slightly west of the centre of the Archipelago, between the islands of Gomera and Grand Canary. It is about 60 miles long, with an extreme breadth of 30 miles. A chain of mountains runs from east to west, culminating in a celebrated peak, the Pico de Teide. It has a double top, one 12,000 ft., above the sea, and the other, 9,880 ft.

The sea-port and capital is **Santa Cruz** de Teneriffe. The population is about 105,000, and the town is the residence of the Military Governor-General of the Canaries. It occupies a plain bounded by rugged volcanic rocks. The city is modernizing itself rapidly, for many large buildings have replaced the typical low, flat roofed houses. A large park has been laid out. An aqueduct, 5 miles long, brings pure water from the mountains of the interior. The Mercedes Forest, with its giant 30 ft. high heather, is worth a visit.

A splendid motor road has been built between Santa Cruz and the south of this island, passing through Candelaria, Guimar, Fasnia, Granadilla, San Miguel, Adeje, then going north to Guia, Santiago, El Tanque and to Icod, where it joins the main road from Santa Cruz. Tourists can go right round the island, but single day excursionists would not have time to make the journey.

Another motor road has been opened from Santa Cruz to Laguna, Esperanza, to the base of the Peak of Teneriffe, through very interesting and pretty country. This excursion could be made by the single-day tourists, but the Peak can only be climbed by those who have more time at their disposal.

A motor road is now being built between Santa Cruz, San Andres, through the Mercedes Forest to Taganana. Another road is being built from Santa Cruz direct to the Mercedes Forest (not touching at La Laguna). This road rises to the mountain immediately above Santa Cruz, and the return journey may be made by the same road or *via* Laguna.

Attractions in Teneriffe :—SANTA CRUZ : Municipal Theatre ; Casino Principal ; Five Cinemas ; occasional Bull-fights ; splendid Park ; the Club Nautico (swimming pool, restaurant, bar, dances) ; Church where the flags taken from Nelson can be seen ; Municipal Library. LAGUNA : Fine Promenades and country lanes ; Ancient Churches ; University. VILLA OROTAVA : Ancient Church ; typical balconies. WAKI (near Tacoronte) : Remnant of an old Guanche Village (about 1400 A.D.). TACORONTE : Golf Links.

Hotels :—Hotel Mencey ; Hotel Orotava ; Hotel Camacho ; Spragg's English Hotel ; Pino de Oro, above the town. Other hotels at Puerto Orotava, Santa Cruz, and La Laguna.

Cables :—Transradio Espanola S.A., Plaza de la Constitucion 1.

Air Service :—To Spain (by IBERIA).

ST. VINCENT : CAPE VERDE ISLANDS.

Some 350 miles W of the African coast lies the Cape Verde Archipelago (4,033 sq. kilometres), a misnomer, for none of the 10 islands is "green." Irregular rainfall and prolonged droughts make them unproductive and cause great difficulties in feeding the population.

SANTA CRUZ · Teneriffe

GRAND CANARY COALING COY. S.A.

Telegraphic Address: "Coaling, Teneriffe"

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But the Archipelago, with its magnificent seaport of Porto Grande and an airport on the island of Sal, is an Atlantic centre of communication. The islands, then barren, were discovered in the 15th century by Portuguese, who later brought over settlers from Portugal and slaves from neighbouring Guiana. From them derives the present population of 180,000 inhabitants, of whom 5,600 are whites, 117,000 mixed, and 57,400 blacks. Portuguese is spoken, and in some places "crioulo," a blend of Portuguese with the native tongue of Guiana.

Porto Grande, the port at St. Vincent, is an important oiling station, and Cable & Wireless are established, as it were, at the cross-roads of the African and American continents. The Portuguese Governor lives at Praia, the capital, on the island of S. Tiago. The British community of 20 has a 9-hole golf course, and golfers are welcome. Swimming in the harbour is not advisable because of sharks. "Blanket" fish are known to exist.

Landing by tender. There are no hotels but the "Chave d'Ouro" is a fair boarding and lodging house where meals can be obtained. The principal ships' agents are The Companhia S. Vicente de Cabo Verde (Messrs. Hull, Blyth & Co., Ltd.), Messrs. Millers & Corys, Cape Verde Islands, Ltd., who are also Lloyd's agents, and Messrs. Wilson, Sons & Co. Ltd. The principal oil companies are B.P. and the Shell Portuguesa, S.A.R.L. Engineering workshops (English owned) have slipways capable of taking craft up to 250 tons and carry out efficient voyage repairs.

The Portuguese Government may build a breakwater out into the harbour of Porto Grande so that vessels may be bunkered and obtain fresh water from alongside piers. At the moment the harbour is a natural safe and sheltered anchorage.

THE AZORES.

Nine in number, volcanic in origin, and wide of the regular steamer-track to the Caribbean and to South America, the Azores are visited by touring vessels. The equable climate favours the growing of early vegetables, oranges, and (under glass) pineapples for market; as well as sugar beet, sweet potato, tobacco, and tea. The islands, which are over 800 miles west of Lisbon, are administratively a part of Portugal, and support a population of over 317,000.

St. Michael's (São Miguel), the largest, measures 41 miles by an average of 9, and holds over half the population of the group. It is nearly 100 miles from Terceira, the second largest, and is still farther from Pico (with a summit of 7,460 ft.) and Fayal. A regular inter-island air service connects St. Michael's, Terceira, and Santa Maria. The aerodrome on Santa Maria is served by several transoceanic international lines.

Ponta Delgada, the capital of St. Michael's, is the only port in the Azores where fuel and Diesel oils are available. A good harbour has been created by an artificial breakwater. Excursions give distant views of impressive scenery, peeps into the craters of volcanoes, close views of rich flowers and foliage and of lakes high above the level of the sea.

Hotels :—At Ponta Delgada : Hotel "Terra Nostra." At Furnas (Hot Springs) : Hotel "Terra Nostra" at Santa Marie Airport : "Hotel Terra Nostra."
Cables :—Cable and Wireless, Ltd., Electra House.

ISLANDS AND ROCKS.

St. Paul's Rocks, in lat. 00.55 N, long. 29.23 W, lie near the route of steamers between Europe and Brazil. They are a group of guano-covered volcanic rocks about a quarter of a mile in extent,

rising in height to about 67 ft.

Fernando Noronha, an island in lat. 3.50 S, long. 32.25 W, may be sighted on the voyage from Europe. It belongs to Brazil, and is used as a penal settlement for the State of Pernambuco. It is inhabited by some 700-800 convicts and the necessary military force, making a total of about 2,000. It has a cable and wireless station.

BERMUDAS.

This group of coral islands, less than 700 miles from New York, lies upon routes followed by steamers of the P.S.N. Co., between Liverpool and Valparaiso, and Royal Mail Line vessels between London and Vancouver. Bermuda is served from New York by a weekly service (augmented during the summer and winter seasons) of the Furness Bermuda Line.

There are altogether 360 islands and islets, about a score of which are inhabited. They form an area of slightly over 19 square miles, and have a civilian population of just under 41,150. The equable climate, 60-80 deg. F., according to season, is a great attraction, and their natural beauty, restful atmosphere, residential comforts, and opportunities for sport have contributed to make the Bermudas the holiday resort of an increasing number. There are two holiday seasons, the Winter season, from middle December to middle of May ; and the Summer season, from middle July to the end of October. Its House of Assembly ranks next in point of age to the House of Commons. Bermuda is served by British Overseas Airways Corporation, Pan American Airways, Colonial Airlines, and Trans-Canada Airlines.

Governor :—Lieut.-Gen. Sir John Woodall, K.B.E., C.B., M.C.

Hamilton, the capital, is approached by a narrow channel threading a series of protecting reefs. The water is brilliantly clear, the shore greenery is vivid, and although there are no high hills the contour is pleasantly varied. The town is laid out geometrically upon rising ground. A public square near the wharf contains the principal public buildings. A cathedral in the Gothic style ; Cedar Avenue ; Mount Langton and Victoria Park are within easy distance of the water front. There is a fine aquarium, and the Crystal and Leamington Caves are well worth visiting.

The roads are good. Motor-buses ply to points of interest and horse conveyances and cycles can be hired. Ferry steamers ply to Ireland Island (occasionally) to Somerset, Paget, and Warwick, but the Island of St. David's is connected with the mainland by a bridge. St. George's, the former capital, is rich in Colonial tradition. Motor-boats and sailing craft can be hired.

Hotels.		Rate.
Belmont	Single room with bath ..	$13.50/19.00 (Amer.)
Bermudiana ..	,, ,, ,, ..	$12.00/20.00 (Mod. Amer.)
Cambridge Beaches	,, ,, without bath $10/12	$15.00/22.00 (Amer.
Castle Harbour ..	,, ,, with bath ..	$13.00/21.00 (Mod. Amer.)
Elbow Beach ..	,, ,, ,, ,, ..	$14.00/20.00 (Amer.)
Harmony Hall ..	,, ,, without bath $12	$14.00/15.00 (MAP)
Inverurie	,, ,, ,, ,, $12/14	$11.50/16.50 (Amer.)
New Windsor ..	,, ,, ,, ,, $7	$13.00 (MAP)
Princess	,, ,, with bath ..	$15.00/19.00 (Amer.) (or European).
St. George ..	,, ,, without bath $10/12	$10.00/16.00 (MAP)

$2.795 = £ sterling.

Cables :—Cable and Wireless (West Indies) Ltd., Front Street, Hamilton.

Royal Mail Lines Agency :—Harnett & Richardson, 63 Front Street, P.O. Box 147.

BAHAMAS.

This archipelago of islands, islets, and rocks, stretches from a point 40 miles off the coast of Florida south-eastward 700 miles to the north of Cuba and Haiti. The land surface is about half that of Wales. Twenty-five of the islands are inhabited, including New Providence, Grand Bahama, Abaco, Andros, Eleuthera, Exuma, Harbour Island, Inagua, Mayaguana, San Salvador or Watling's, Cat Island, Long Island, Crooked Island, Acklins, Rum Cay, Long Cay, Ragged Island, and the Biminis. Andros (100 by 40 miles) is the largest, and New Providence, on which stands the capital, the most populous. Watling's Island was the first land touched by Columbus upon his voyage of discovery (October 12, 1492).

The formation is of wind-blown coral sand, and the land is nowhere over 400 ft. high. The climate is healthy, and from December to May delightful. The Gulf Stream maintains a temperature above 50° F. minimum. The winds are seldom of gale force, and the rains occur chiefly from mid-May to mid-November. The rock is porous, and the dews sustain vegetation. The population of New Providence is 46,125. Total population of the islands is 84,841.

Tomatoes are grown in increasing quantity, and, together with yellow pine, turtle shell, and sisal hemp are among the chief articles of export. Cascarilla bark, lignum vitae, and other woods and conch shells are exported.

Trade, 1955 : Exports—£1,209,000 ; Imports—£10,860,000.

Governor and Commander in Chief :—Mr. Oswald Raynor Arthur, K.C.M.G., C.V.O.

Nassau (45,000 population), upon New Providence Island, is the capital. Brilliant in sea and sky, with white roads and houses, magnificent trees and voluptuous flowers, the city is strikingly beautiful. Ships of suitable draught enter a large turning-basin and lie alongside the Government wharf through a channel with a minimum depth of 25 ft.

Bay Street, parallel with the harbour, has good shops. Fort Fincastle stands on a height behind the town. Government House, standing in 20 acres of beautiful grounds, is prominent on Mount Fitzwilliam. Visitors pass in glass-bottomed boats over a wonderful submarine garden, and visit the historic forts.

Sea bathing and fishing are of the best, and there are golf, tennis, sailing, and other clubs. The regular service of ferry steamers from Miami (Florida) is increased during the winter season.

Hotels :—	Address.	Hotels :—	Address.
British Colonial ..	Bay & Marlborough St.	Prince George ..	Bay Street.
Royal Victoria ..	Parliament & Shirley St.	Parliament Hotel	Parliament St.
Fort Montagu Beach	East Bay Street.	Drake Hotel ..	West Bay St.
Lucerne ..	Frederick Street.	Carlton House ..	East Street.
Royal Elizabeth ..	Bay Street	Emerald Beach ..	Cable Beach.

Shipping :—There is a regular passenger service from London (Royal Mail Lines), Liverpool, New York, Miami, Fla, Bermuda, and Jamaica to Nassau. Pacific Steamship Lines ; INCRES Nassau Lines (Nassau to New York).

Royal Mail Lines Agency :—R. H. Curry & Co., Ltd., 303 Bay Street, P.O. Box 168. Agent also for both lines given above.

Bank :—Royal Bank of Canada at Nassau, Harbour Island and Hatchet Bay (Eleuthera Island).

Air Services to the Mainland : Pan American, Trans-Canada, British Overseas Airways Corporation, and the MACKEY Air Lines. To and from the U.K., Bermuda and Kingston : B.O.A.C.

JAMAICA.

Jamaica is the largest island in the British West Indies. It lies 4,500 miles from England, 540 from the Panamá Canal, 90 miles south of Cuba, and 454 miles north of Cartagena (Colombia). Its area is 4,500 square miles : about two-thirds that of Yorkshire ; it is 144 miles long ; the population is 1,541,700.

Jamaica is known as the Isle of Springs, because of its numerous waterfalls and springs. The vegetation is luxuriant, the scenery magnificent and impressive. It is possible to explore the whole of the Island, through miles of sugar cane, coconut grove, and fascinating mountain scenery by car along the many shady and well graded roads. The Blue Mountains rise to 7,402 ft., and the " Peak " is quite easily reached by mule back.

The tropical heat at sea-level is tempered by consistent day and night breezes. In the mountainous interior the temperature is as low as 45° F. on winter nights and 75° F. on summer days. May

● HOTEL MONA Liguanea P.O., Jamaica, B.W.I.



Exclusive—yet reasonably priced

Magnificently situated in spacious grounds 650 feet above sea level in the cool foothills of the Blue Mountains. Only 5 miles from Kingston with transportation available, adjoining Hope Botanical Gardens and conveniently located near golf clubs, cinemas, etc.
Private swimming pool and tennis court, and the finest beach on the South Coast is exclusive to guests—parties arranged on request. All bedrooms, most of which are in separate cottages, have private bathrooms. Transportation is provided to and from Kingston daily during high season December 1st to April 30th, and this is included in the rates which may be had on application to the management of Mona Hotel.

and October are the rainy months.

Communications : From the U.K. to Jamaica :—Royal Mail Lines, Ltd.—a Cargo/Passenger service calling at Bermuda, Nassau and Ciudad Trujillo outwards, but normally direct from Jamaica to London homewards ; P.S.N.C.—" Reina del Mar " and " Reina del Pacifico " ; Elders & Fyffes, Ltd.—Jamaica Direct Fruit Line, Ltd., two passenger vessels, and Jamaica Banana Producers' Association, one. Direct air-services from England, Canada, the U.S.A., the West Indies, Central and South America.

Governor :—Sir Hugh Foot, K.C.M.G., K.C.V.O., O.B.E.

Jamaica has five resort areas :

Kingston, the largest town on the British West Indies, has, including the Corporate area of Port Royal and St. Andrew, a population of 338,000. The harbour is most beautiful, and deep water allows ocean liners to berth alongside the many wharves. There is excellent fishing, golf, and tennis, and bathing facilities at the Myrtle Bank hotel.

The city is laid out in rectangles. The main thoroughfare from the water front is King Street, which leads to Victoria Park and beyond. It contains many of the principal buildings.

Trains run to Spanish Town, which was the former capital, or to Port Antonio, one of the chief seats of the fruit industry ; also to Montego Bay and other towns. The railway system serves a large part of the island, and all parts are accessible by excellent motor roads. Prolonged excursions into the mountains can be arranged.

DRYSDALE

CENTRIFUGAL PUMPS

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AGENT:
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124, Tower Street,
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KINGSTON, JAMAICA, B.W.I.

DRYSDALE & Co Ltd
YOKER : GLASGOW

Bank :—Royal Bank of Canada, Kingston and Montego Bay.

Port Royal, rich in historic memories, can be reached by War Department launch, or by a grand motor road running through the Palisadoes, a distance of 16 miles. Nelson's quarters can be inspected.

Mandeville, with its mountains and the adjacent South Coast, is the chief town of the Parish of Manchester, and a favourite hill resort. With its "Green" it has been compared to an English village and much of the scenery around is reminiscent of Devonshire or Connecticut. There are interesting trips to Christiana (about 2,800 ft.), Alligator Pond on the South Coast, the Santa Cruz Mountains (Malvern, etc.), the Bamboo Avenue at Lacovia, and other places.

Montego Bay and the North West Coast. The "Doctor's Cave" or White Sands bathing beach ranks among the world's most attractive beaches. Special features for sea and sun bathing generally are the ideal temperature throughout the whole year, and the clearness of the water. Montego Bay has hotels right on the water front and others at elevations up to about 500 feet commanding superb views ; it is a centre for attractive excursions and is one of the chief resorts in the tropics.

Ocho Rios and Central North Coast is another part of Jamaica frequented as a resort ; it embraces the coast-line of St. Mary, St. Ann and Trelawny and its hinterland. This area has some delightful scenery, including the Fern Gully, Dunn's River Falls, and Palm-fringed coves, and such historic places as Discovery Bay and Runaway Bay. Recent developments in this area include both large and small modern hotels ; accommodation can be had in old country and planter's guest houses also.

Port Antonio and the North East Coast. One of the favourite spots in the early days for tourist visitors from Northern lands, this section is rich in tropical plant life. Gliding over the rapids of the Rio Grande, on a bamboo raft, near Port Antonio, is an exhilarating experience. Not far away is the "Blue Lagoon," and up country are Jamaica's highest mountains. This is also a centre for deep-sea fishing.

Exports, 1955—£126,480,000. Imports—£108,092,000.

Exports :—The main exports are sugar, bananas, alumina, bauxite, coffee, rum, pimento, cacao beans, and molasses. Sugar, bananas and bauxite make up 59 per cent. of the exports by value.

Sugar production in 1956 was 362,809 tons. Local consumption was 45,000 tons.

Cables :—Cables and Wireless (West Indies) Ltd., 8, Port Royal Street.

There is a radio-telephone service between Kingston and St. Andrews and the greater part of the world.

The Jamaica Chamber of Commerce and Merchants Exchange :—Bank of Nova Scotia Buildings, Kingston. U.K. Trade Commissioner :—Barclays Bank Building, King Street.

Hotels :—There are numerous hotels and boarding houses at Kingston and other places.

Royal Mail Lines, Ltd. :—8 Port Royal Street, P.O. Box 44.

Particulars can be had from the Tourist Trade Development Board, Kingston. (For announcements of business houses see also the later section, "LOCAL CLASSIFIED ADVERTISEMENTS.")

HISPANIOLA.

The island shared by the independent Republic of Haiti and the Dominican Republic has a total area of 30,401 square miles. It is

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MOYGASHEL REGD.

linen the man's fabric

. . . because men know that this pure, crease-resisting "Moygashel" linen will stand up to many a day's wear in the sub-tropical climate of the West Indies. They know too, of the fine selection of "Moygashel" linens available—patterned or plain colour-fast fabrics—all washable and crease-resisting.

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PURE CREASE-RESISTING LINENS

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the next in size to Cuba and the islands of the Greater Antilles (West Indies). Haiti means "mountainous" in the aboriginal tongue and describes the general character of the island, although extensive plains stretch between the forest-clad mountains. The island is well-watered, fertile, healthy, and has a tropical climate tempered by sea breezes.

The Dominican Republic, in the eastern part of the island of Hispaniola (19,332 square miles), was formed as an independent state in 1844. Its population in 1955 was 2,539,325. Sugar, cocoa, coffee, rice, molasses, maize, yuca starch, placer gold, and tobacco are the chief products. There are about 1,896 miles of motor highways. The main exports are sugar and its derivatives (43.4 per cent.), coffee (24.5 per cent.), cacao (8.9 per cent.), tobacco and minerals. Imports are mainly of manufactured products.

Exports, 1956—U.S.$126,480,000 ; Imports—U.S.$108,092,000.
Sugar production quota in 1956-57 was 832,753 m. tons.
British Ambassador and Consul-General at Ciudad Trujillo : Thomas Corney Ravensdale.
Ambassador Extraordinary and Plenipotentiary (London) :—Dr. Luis F. Thomén. There are Consular representatives at Nottingham, Cardiff, Glasgow, Grimsby, Liverpool, Manchester, and Belfast.

Ciudad Trujillo, District of Santo Domingo, the capital and chief seaport, has a population of 250,000. It has cargo and passenger steamer service with the U.K., European Continent, the Mediterranean, New York, New Orleans, Puerto Rico, Venezuela, Jamaica, Curaçao, and connections with Cuba, Aruba, and all the Americas. It has several fine buildings of the colonial epoch, such as the Cathedral (1524-1540), which contains in an ornate tomb the body of Christopher Columbus. There are besides, several splendid ruins, such as the Alcázar de Colon, now being reconstructed, and San Nicolas, the first stone-built hospital in the Americas. There are fine avenues, especially Avenida George Washington, Avenida Independencía, and Avenida Bolívar. Among the attractive parks are Parque Independencía, Parque Ramfis, and the zoological gardens, newly built. The city has the oldest university (St. Thomas Aquinas) in the hemisphere. The new pink stone National Capitol is worth seeing. There are air services to all the Americas.

Santiago, San Pedro de Macorís, Puerto Plata, and San Cristóbal are the most considerable of the Dominican towns.

Hotels :—(with food).	Address.	Per day. RD$.
Jaragua	Ave. George Washington	17.50 up
Embajador	Ave. Geffrard	19.00 „
Generalisimo	El Conde/Hostos	12.50 „
Gazcue	Ave. Bolivar 112	8.00 „
Colón	E. Tejera 17	8.00 „
Fausto	Ave. Independencia 82	10.00 „
Hotel Europa	E. Tejera 19	5.00 „
America	Colon II	5.00 „
Hotels outside the capital :		
Matum	Santiago de los Caballeros	9.00 up
Nueva Suiza	Constanza (Mountain)	9.00 „
Montaña	Jarabacoa (Mountain)	9.00 „
Hamaca	Boca Chica (Beach)	9.00 „
San Cristobal	San Cristobal	9.00 „
Jimani	Jimani (Frontier)	8.00 „
Maguana	San Juan de la Maguana	8.00 „
Mercedes	Santiago de los Caballeros	5.00 „

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All America Cables and Radio, Inc. :—Calle de Arzobispo Merino 63. Branch office : Hotel Jaragua.

Royal Mail Lines Agency :—Frederick Schad, C. por A. Arzobispo Meriño 1, P.O. Box 243. Cargo/Passenger Service from London.

Night Clubs : at Hotel Jaragua ; La Voz Dominicana ; " Do-Re-Mi."

Casinos in Hotel Jaragua, La Voz Dominicana, and Hotel Matum in Santiago.

Restaurants : Mario ; Trianon, open all night ; El Acordéon ; Nuna ; Cremita ; Bahia, open air café ; Vesuvio ; La Taberna.

Bank :—Royal Bank of Canada at Ciudad Trujillo, La Romana, Puerto Plata, San Pedro de Macoris, and Santiago de Los Caballeros.

The Republic of Haiti, forming the western third of the island, has an area of 10,200 square miles and a population estimated at 3.1 millions. French is the official language, but the common speech of all classes is a Creole patois. Most people speak both. The climate is hot but never suffocatingly so. The Capital is perpetually cooled by the breeze which blows in the morning from the sea to the land and in the evening from the land to the sea. Haiti is the most mountainous country in the Caribbean, but it is protected by nature against hurricanes.

The monetary unit is the Gourde, equal to 20 cents, U.S. currency, and the gourde is by law exchangeable on demand and without expense at the fixed rate of 5 gourdes to the U.S. dollar. There is no exchange control. Weights and measures are computed on the metric system.

There are over 1,500 miles of motor roads, on some of which motor-buses run regularly.

No passport or visa is necessary for American tourists whose stay in Haiti does not exceed 8 days. If applied for, an extension is given.

Coffee is the main export, accounting for 75.5 per cent. of the total by value. Other exports are sisal (12.2 per cent.), which is locally worked into handbags, shoes and slippers ; sugar (5 per cent.) ; and cotton.

Exports during the fiscal year ended September 30, 1954, were 277.6 million gourdes, and imports were 237.2 million gourdes.

Port au Prince, capital and chief port of Haiti, population 196,000, has an excellent natural harbour with 30 feet of water alongside wharf. It has a very pleasant palm-fronted sea-front known as the Exposition. An asphalt road leads to Petionville (*Restaurant La Picardie* ; *Hotels Capri*, *Dumballah*, *Belle Creole*, *Ibo Lélé* and *El Rancho*), 6 miles from Port-au-Prince and 1,500 feet above sea-level. A good asphalt road, 10 miles long, runs from Petionville to the holiday resort of Kenscoff (*Hotels Dereix*, *Florville*, *Chatelet des Fleurs*, *Le Refuge*), 4,500 feet above sea-level, and where climatic conditions are excellent all the year round.

Port-au-Prince is set at the further end of a beautiful deep horse-shoe bay, with high mountains behind and a small island across the bay protecting it from high seas and tidal waves. The town is built in the form of an amphitheatre. In the lower part, at sea level, is concentrated the business section ; on the heights are the private houses, generally surrounded by shady gardens. The heat is some degrees less at several summer resorts easily reached from the city.

There are numerous clubs—the Turgeau Club ; society clubs such as the Bellevue and the Port-au-Princien ; and sports clubs,

the most notable of which is the Thorland. Set a few kilometres from Port-au-Prince, this club is a beautiful and shaded spot quickly reached by way of a magnificent foreshore road. It has tennis courts, a swimming pool, sea bathing, etc.

British Ambassador at Port-au-Prince : Mr. S. Simmonds, C.B.E.

Hotels at Port-au-Prince : Beau Rivage ; Excelsior ; International Club ; Sans Souci ; Riviera and a number of smaller hotels.
Bank :—Royal Bank of Canada.
All America Cables and Radio, Inc. :—170 Avenue du Président Trujillo.
RCA Communications, Inc., Rues Peron et Courbe.

Cap Haiten, 170 miles from the capital, is the second city. Sight-seers should visit "The Citadel," a few miles from Cap Haiten. It was built by King Cristophe, in the 1800's. **Aux Cayes** and **Jacmel** are the most important ports on the south coast.

CURAÇAO.

Curaçao is the largest and most important of the six islands of the Netherlands Antilles in the Caribbean Sea. It is one of the group of the Netherlands Leeward islands : Curaçao, Aruba, and Bonaire. The second group is formed by the Netherlands Windward islands : Saba, St. Eustatius, and part of St. Martin. The population of the 6 islands is 186,500.

Curaçao has a length of 40 miles and an area of 173 square miles. It lies 40 miles off the Venezuelan coast. The population is 121,198, consisting of many different nationalities. Coral reefs surround the island, which is more interesting than might be supposed. It is hilly ; the vegetation is scanty in spite of fertile soil, and the rainfall very deficient. Average temperature from December to March is about 80 degrees. The official language is Dutch, but the people of Curaçao have a language of their own, Papiamento. This is a multi-lingualism closely related to Spanish ; it has many Portuguese words, as well as Dutch linguistic elements. Spanish and English are both widely spoken by the educated classes. The territory is administered much on the same lines as Surinam (Dutch Guiana).

The main industries are oil refining and phosphatic rock mining. Curaçao also exports dividivi (for tanning), aloes, hides, skins, crude salt and orange peel (for making the well-known Curaçao liqueurs.

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Cable Address: Madurosons, Aruba.

At Caracas: Address: Cia. Ana Venezolana Selmaduro, Edificio Riera, Av. Urdaneta, Esq. Ibarras, Apartado 3666, Caracas.
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Willemstad, capital of the Netherlands Antilles and of the island of Curaçao, has a population of 47,000. It vividly recalls Holland in its architecture. Quaint seventeenth century Dutch gabled houses are picturesque. The oldest part of Willemstad, and incidentally the shipping centre, is called Punda. Many of the streets in this shopping district are but fifteen feet wide, but they are lined with shops worthy of much larger cities. The residential sections of Scharloo and Pietermaai lie behind Punda. Across the entrance of the harbour, on the western side, is Otrabanda, connected with the town by a pontoon bridge. Willemstad has one of the finest harbours in the West Indies. It consists of a long channel (St. Anna Bay) which ends in a very large bay (Schottegat), and sufficient deep water is available for the largest ocean-going steamers. There are modern wharves for docking a great number of large vessels simultaneously. Ocean-going vessels use Willemstad harbour for their cargo and passenger operations and for bunkering. Caracas Bay harbour, where the largest vessels afloat can be accommodated, is used principally for loading tankers and for bunkering vessels which call for that single purpose.

The growth and prosperity of Curaçao date from 1916, when an oil refinery was built by the Royal Dutch Shell to crack the crude oil from Venezuela. This refinery is one of the largest in existence. A separate town for part of its 1,600 staff employees has been given the name of Emmastad. Other residential quarters are at Rio Canario and Julianadorp. There are also special residential districts for part of its 8,331 labourers.

Curaçao is a regular port of call for a great many steamship lines and carries on an extensive trade. Besides importing for its own needs, it is the principal port of transhipment of both passengers and cargo in many directions, principally to and from the rich districts around the Lake of Maracaibo in Venezuela.

Willemstad has a cable office (American) and Government wireless stations, ensuring rapid and efficient telegraphic communication with all parts of the world and with ocean-going vessels. Pilotage and wharf dues are the only port charges. Being practically a free port, Willemstad is the shopping centre of the surrounding countries and of transit passengers. It is a great tourist centre, especially for Americans.

The export of refined oil products from Curaçao and Aruba make the Dutch West Indies the first among the world's oil exporting countries.

Points of Interest :—Carácas Bay, noted for its scenery, with several notable old fortresses and quarantine buildings ; Piscadera Bay Club, a bathing resort (a special permit must be obtained from the shipping agencies). Shopping : perfumes, silks, curios, etc. Motor-cars can be hired at reasonable charges. At the Curaçaosch Museum, amongst the geological and art exhibits, is a remarkable "Carillon" consisting of 46 small clocks, each named after and in honour of a Curaçao writer or artist.

Hotels :—Americano, at Otrabanda (from 22.50 guilders) ; Piscadera Bay Club (from 15 guilders) ; Park, at Otrabanda, (from 15 guilders) ; Avila (from 15 guilders) ; Bellevue (from 12½ guilders). Rates include meals. San Marco (from 20 guilders). £1 = 5.27 guilders. The Luxury Hotel, Curaçao Intercontinental, with a swimming pool and casino, will open in 1957. (From 20 guilders, European Plan).

British Consul :—H. C. Rabbets. Vice-Consuls : R. C. Andrew ; K. Oldfield.

All America Cables and Radio, Inc. :—14 Handelskade. Government Wireless Office : Handelskade 6 ; Wacigat in the Post Office building, and at Hato Airport.

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The HATO airport has been renamed the Dr. Albert Plesman Airport.

Royal Mail Lines Agency : Firma C.S. Gorsira, J. P., Ez., Helfrich Plein Corner/Breedestraat, P.O. Box 161.

Because of the Venezuelan oilfield the island of **Aruba** is also of great importance. The Lago Refinery at St. Nicolas (Esso Group) is one of the largest in the world. The Eagle Oil (Shell Group) refinery at Orangestad is comparatively small. The total population of Aruba is about 55,483. There are regular steamer and air services between Aruba, Maracaibo, and Curaçao.

Hotel :—Strand (17.50 guilders).

British Vice-Consul :—D. C. Lees.

All America Cables and Radio, Inc. :—Nassaustraat, 333, also Government Wireless Office.

Banks :—Hollandsche Bank-Unie N.V., Oranjestad, Nassaustraat, 92. Aruba Bank, N.V. Aruba Commercial Bank Ltd.

(For business announcements see section, LOCAL CLASSIFIED ADVERTISEMENTS.)

BARBADOS.

Barbados, which possibly gets its name from the bearded fig trees, is the most easterly of the West Indian islands. Its area of 166 square miles makes it a little larger than the Isle of Wight. The island is shaped like a pear, with the pointed end to the north. Its greatest length is 21 miles and its extreme width 14. Within this small compass there is a great variety of hill, valley, and tableland. A big ridge cuts the island in two, the largest part being towards the north, with Mount Hillaby (1,104 feet), at its centre. The rivers are small, but are much swollen during the rains. The island is healthy, for the heat is greatly tempered by trade winds, and the weather is never oppressive except during the summer and autumn. The population is about 220,000.

Sugar is the staple product, 60 per cent. of the acreage being under cane. Barbados sugar has its own distinctive quality, no less than that of Demerara. Other products are cotton, rum, molasses, and tamarinds. Barbados has a considerable transit trade, being in some respects the central mart for all the Windward Islands. Sugar production was 151,171 tons in 1956.

Exports :—1955—£8,141,085 F.O.B. Imports :—£11,584,644.

Bridgetown, the capital, with a population of over 60,000, is on Carlisle Bay, an open roadstead exposed to the wind from the south and the west, but there is an inner harbour protected by the Mole Head. Steamer passengers go ashore by launch or boat (charge by shore boats 1s. 6d. per head, luggage 6d. per package). The main thoroughfare extends from Beckwith Place to Trafalgar Square, where are the chief public buildings, Nelson's statue, and (nearby) the Cathedral. Government House and the house occupied by George Washington are interesting, but not open to the public. The market in Cheapside is at its best on Saturday nights. Buses run at quarter-hour intervals from Fairchild Street to the out-districts. The Information Bureaus at the Baggage Warehouse and at Seawell Airport are helpful about places of interest, hotels, taxi fares, etc.

Motor-cars can be taken for Hackleton's cliff (997 ft.), where there is a view of the northern hills ; or to St. John's Church (824 ft.), to see the Windward coast and other points. Codrington College (affiliated to the University of Durham) is interesting.

Visitors can see the manufacture of sugar at the larger factories, such as Searles, Foursquare, Bulkeley, or Carrington. The noted Barbadian rum is made at Mount Gay, parish of Saint Lucy.

Governor :—Brigadier Sir Robert Duncan Harris Arundell, K.C.M.G., O.B.E.
Cable Offices :—Cable and Wireless (West Indies) Ltd., B.M.L.A. Buildings, Beckwith Place, Bridgetown.
Bank :—Royal Bank of Canada, Bridgetown and Hastings.
Aquatic Club :—Visitors are admitted at a nominal subscription to the Barbados Aquatic Club, situated on the Harbour, and may take part in swimming, yachting, dancing and games.
Golf :—The Rockley Golf and Country Club have an excellent 9-hole course and a splendid Club House, to which visitors are cordially invited. Special subscription rates per day or per week.
Air Service :—B.W.I. Airways have services to nearly all points in the Caribbean area. B.O.A.C. and T.C.A. fly between Barbados and the U.K., Canada and the U.S.A. Both B.W.I.A. and the Venezuelan LAV fly between Barbados and Venezuela. Air France connects with San Juan, Puerto Rico.

Hotels :—	Address.	Per day. Winter : Nov. 1—April 30.
Marine	Hastings	$25.00 and up.
Windsor	Hastings	$22.00 and up.
Hastings	Hastings	$16.00 and up.
Royal-on-Sea	Hastings	$20.00 and up.
Crane	St. Philip	$20.00 and up.
Ocean View	Hastings	$24.00 and up.

Rates are for double room with bath. Rates for single rooms are about half. They include food and service, and are lower in summer.

COMMONWEALTH OF PUERTO RICO.

Puerto Rico, the easternmost and smallest of the Greater Antilles, is an island roughly 100 miles long and 40 miles wide. It is in the Caribbean Sea, 1,399 miles from New York and 963 miles SE of Florida, with a population of 2,250,000. Before 1952 it was a United States unincorporated territory, but in that year it became a Commonwealth voluntarily associated with the United States. The Island's currency is the United States dollar, the United States judicial system applies, and Puerto Ricans are American citizens. The Island is connected by direct steamship lines between island ports and the ports of New York, Baltimore, New Orleans, Portland and Seattle, and the principal ports of Western Europe and South America. Six airlines serve it. San Juan, the capital, is a division point on Pan American's route from Miami, Florida, southward to Buenos Aires ; Eastern Airlines operates between Miami and San Juan and New York and San Juan ; Caribbean Atlantic Airlines flies between San Juan and the Virgin Islands, and has services between the islands and within the island of Puerto Rico ; Air France flies to Martinique ; British West Indian Airways fly the Trinidad—San Juan—Miami route ; and Iberia Air Lines fly between Madrid and San Juan.

The population is of both Spanish and African negro descent, with the inhabitants of white Spanish ancestry considerably outnumbering those of negro ancestry. The language of the people of Puerto Rico is Spanish, but in the half century during which the United States

occupied the Island English increased greatly ; about 40 per cent. of the population is now bi-lingual.

Puerto Rico is rectangular in shape. The interior is very mountainous. The highest peak, Cerro Punta in the district of Jayuya, is 4,398 feet high. El Yunque Peak, and its environs (3,483 feet) is a United States Forest Reserve which has been developed as a tourist resort. Streams are abundant. The annual rainfall varies from district to district ; it is between 40 and 160 inches. Average summer temperature in the coastal districts is 78.8°F. ; average winter temperature is 73.7°. Coolest months are between November and April.

Sugar is the most important product. Raw production in 1956 : 1,138,000 tons. Sugar and its by-products : rum, alcohol, molasses, acetone, butyl alcohol, bay rum, etc., normally account for more than 75 per cent. of the entire export by value. The second largest export industry is hand needlework, which employs 65,000 persons. Other important products are tobacco and mountain coffee ; production and export of textiles are growing rapidly.

Other industries are the manufacture of cigars and cigarettes, Ponce cement and Puerto Rico cement, glass bottles, buttons, hair-nets, brewing, carbonated beverages, rare nursery plants, hand-made gloves of both cloth and leather, and hand-made leather and hardwood novelties, fibre, ceramics and fibre sacking.

San Juan, the capital city and the second largest port in the Caribbean, is a metropolis of 280,000 inhabitants. The approach to its land-locked harbour is guarded by the old battlements of El Morro and San Cristobal fortresses ; the first dates from 1538, the latter from the 18th-century. The old city wall still surrounds the old part of the city and some of San Juan's older buildings stand at the edge of cliffs which drop 300 feet into the sea. La Fortaleza, official residence of the Governor ; Casa Blanca, official residence of the Commander of the United States forces in the Antilles ; San Juan Cathedral ; the Church of St. Joseph and several other buildings still in use date back to the first half of the 16th century. Ponce de León, first Governor of Puerto Rico and the discoverer of Florida, on the North American mainland, is buried in the Cathedral. The Capitol, seat of the Insular Legislature's House of Representatives and Senate, and of the Supreme Court, is an imposing building of white Georgia marble.

The Church of San Jose, in San Juan, is the oldest church in constant use in the Western Hemisphere. It was built in 1522 and is in a state of remarkable preservation.

The Puerto Rico Visitors Bureau is an agency of the Commonwealth of Puerto Rico which is ready to help the traveller during his visit.

Hotels :—Caribe-Hilton, Condado Beach, La Rada, Normandie, Palace, Capitol, Escambrón Beach, and Columbus Hotel (in San Juan) ; Melia (in Ponce) ; Coamo Springs (in Coamo) ; Jagueyes (in Aguas Buenas) ; La Parguera (in La Parguera, near Lajas) ; Castillo Hall and El Oasis (in San Germán) ; La Palma (in Mayaguez); Barinquen Country Club (in Aguadilla) ; El Barranquitas (in Barranquitas).

Banks :—The National City Bank of New York, The Chase National Bank of New York, The Royal Bank of Canada, The Bank of Nova Scotia, The Crédito y Ahorro Ponceño, The Banco Popular de Puerto Rico, The Banco de Ponce, The Credit Savings Bank.

Cables :—All America Cables & Radio, Inc., 2 Tanca St., also Ponce and Mayaguez ; R.C.A. Communications (San Juan, Ponce, Mayaguez), Cable and Wireless (West Indies) Ltd., 1-3 Comercio Street, San Juan.

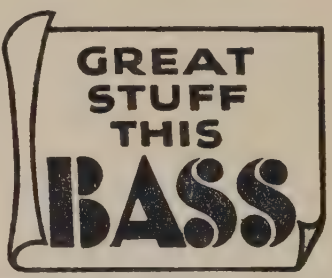
Royal Mail Lines Agency :—F. Imbert, P.O. Box 2265.

Ponce, Puerto Rico's second largest city on the South Coast, is a growing city of 126,810 inhabitants and is the commercial and shipping centre of one of the Caribbean's richest sugar producing areas. Near Ponce, the mineral springs and hotel at Coamo Springs, are a favourite attraction for visitors. Ponce is connected by motor, rail and air with the rest of the Island. The motor trip between San Juan and Ponce, crossing the central mountain range at an altitude of over 2,000 feet, is one of the most beautiful drives in the Caribbean (time : about 3 hours).

Cables :—All America Cables & Radio, Inc. ; Calles Mayor y Comercio.

TRINIDAD.

The Island lies upon the route between New York, Brazil and the River Plate and is the most southerly and next to Jamaica the largest of the British West Indian Islands. Some 10 degrees north of the Equator it is separated by seven miles from the Venezuelan coast by the Gulf of Paria. Trinidad was discovered on July 31st, 1498, by Christopher Columbus, who took possession for the Crown of Spain. It has been colonized continuously since 1577 and been under British rule since 1797, being finally ceded to the British by the Treaty of Amiens in 1802. The nearby Island of Tobago (since 1899 a Ward of the United Colony of Trinidad and Tobago) lies off the north east corner of Trinidad. It is 26 miles long and 7½ miles wide with a total area of 116 square miles. Every visitor to Trinidad should also visit Tobago which is extremely beautiful and is believed by many to have been the island Defoe had in mind



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when he wrote "Robinson Crusoe." There are frequent plane services and the flight from Trinidad to Tobago takes only twenty minutes. For those who prefer to go by sea the Trinidad Government steamers "Trinidad" and "Tobago" run nearly every other day. Tobago was discovered by Columbus on his third voyage in 1498 and has changed hands probably more than any other West Indian Island, being captured and re-captured in turn by Spanish, Dutch, French and English. It was finally ceded to Great Britain in 1814. The chief industries of Tobago are copra, cocoa, livestock, fruits and ground provisions. The forests contain many kinds of hard and soft woods. The bathing and fishing are excellent. On "Little Tobago" nearby is a sanctuary for Birds of Paradise which were imported from New Guinea in 1909.

Trinidad is about 65 miles long and 48 miles broad with an area of about 1,863 square miles. In the north there are densely wooded ranges of hills running east and west, the highest point being El Carro del Aripe, 3,085 feet high. The climate is tropical and divided into two seasons, a dry season from January to May and a rainy season from June to December. The average rainfall is 63 inches and the coolest period of the year is from December to April, during which time Trinidad is a favourite resort for tourists. The soil is remarkably rich and the main crops are sugar (160,230 long tons in 1956), cocoa, coffee, citrus fruits, copra and coconuts. Rum and molasses are important by-products of sugar. The Angostura Bitters Factory is at Port of Spain. Exports during 1955 were :—

Sugar	169,384 tons.	Bananas	2,644,000 lbs.
Coffee	28,505 cwt.	Copra	75,743 cwt.
Cocoa	146,962 cwt.	Coconut Oil	2,585,936 lbs.
Molasses	576,843 cwt.	Honey	30,208 lbs.
Rum	328,401 p. gals.	Bitters	55,453 gals.
Grapefruit	11,754,150 lbs.	Asphalt	49,722 tons.
Grapefruit juice	1,096,787 gals.		

Trinidad's economy, however, is based on petroleum. In 1955 some 37.3 per cent. of the Colony's income came from the petroleum industry. Crude oil production from an average number of 2,745 producing wells amounted to 24,896,000 barrels. Some 17,845,000 barrels of crude oil were imported for refining from Venezuela and Colombia. Exports amounted to 28,000,000 barrels of refined. products plus a further 2,865,000 barrels of crude oil to Canada.

Asphalt, or "pitch" as it is locally known, is worked from a remarkable Pitch Lake at La Brea, 60 miles by road from Port of Spain. Production, 1955—83,207 tons of crude asphalt.

The establishment of new industries in Trinidad plays an increasingly important part in the development of the Island's economy and the Aid to Pioneer Ordinance 1950, No. 13 of 1950, encourages the establishment and development of new industries and makes provision for the granting of certain relief from Customs Duty and Income Tax to persons establishing factories in connection with such industries. Factories now in production, or projected, cover the manufacture of textiles, beer, paints, corks, cement, glass bottles, industrial chemicals, wearing apparel, toilet preparations, and medicines.

Export figures listed below do not include re-exports.

	Exports.	Imports.
1953	$251,267,600	$236,309,800
1954	$257,254,500	$248,829,257
1955	$278,986,600	$294,666,000

The foregoing are quoted in British West Indian currency, that is BWI$4.80 equals £1. sterling.

The estimated population on June 30, 1955, was 720,000. The population is mixed, and said to be composed of all the nations of the earth.

Port of Spain, with a population of 117,800, has been the capital of Trinidad since 1783, when the capital was removed from St. Joseph. There is a well-sheltered harbour and large vessels can berth alongside the King's Wharf, which is 3,300 feet long with a maximum safe draft of 30 feet. Lying to the west of the King's Wharf is the newly acquired Docksite Extension with a length of 1,200 feet and a draft similar to that of the King's Wharf. The streets are well planned and lighted. The railway station adjoins the King's Wharf. Woodford Square, with the Government Building, or "Red House," and the Anglican and Roman Catholic Cathedrals are near at hand. The Queen's Park Savannah is a pleasure ground in the residential quarter and is easily accessible. The famous Botanic Gardens, together with Government House, lie on the northern side of the Savannah. There is a recently formed and rapidly growing zoo in the Botanic Gardens. There are pleasant drives in the hills round Port of Spain, with striking views of the island and the Gulf of Paria. There are also many well organized excursions to such beauty spots as Maracas Bay, Blue Basin, Manzanilla, Mayaro and La Brea. Other places of interest are the Imperial College of Tropical Agriculture, and Gasparee Island with the famous stalactite caves. Visits may also be made to the various oilfields and sugar estates.

Travel Regulations—Passports and Visas : The following persons do not require passports for a visit up to six months : Citizens of the U.K. embarking in the U.K. Citizens of Canada embarking in Canada and Citizens of the U.S.A. provided they are in possession of round trip tickets. A valid passport is required of any other person wishing to land in the Colony. A British Consular Visa is also required except for Citizens of Denmark, Holland, Italy, Switzerland, Luxemberg, Iceland, Norway, San Marino and Sweden. Other Foreign Nationals travelling in transit on a through ticket to stay in the Colony up to 14 days. (N.B.—This exception does not extend for nationals of Soviet Russia, China, North Korea, Poland, Roumania, Czechoslovakia, Hungary, Bulgaria, Albania, Latvia, Lithuania, Estonia, and the Russian Zones of Germany and Austria.

Currency Regulations. Visitors entering the Colony are required to make a declaration of all funds in their possession. They may bring in : (a) Visitors arriving in the Colony from the U.K. not more than £5 in sterling notes. Visitors arriving in the Colony from other places may bring in not more than $48.000 B.W.I. Cy. (b) Travellers' Cheques, Letters of Credit, etc. in any currency and to any amount. (c) Notes and currency other than sterling without limit. (d) No dollar holdings in excess of the amount certified as brought in may be taken out unless a permit is obtained from the financial authorities.

Cost of Living index (1952 = 100), was 114.6 in August, 1956.

Hotels : In Port of Spain :—	Address.	Per day (inclusive).	Rooms.
Hotel Coblentz	2, Coblentz Av., Port of Spain	$ 8.50 Up.	14
Dundonald Hall	67, Dundonald St.,,, ,, ,,	$ 9.00 ,,	16
Hotel de Paris	7, Abercromby St.,,, ,, ,,	$ 6.00 ,,	19
Hotel Commodore	37, Frederick Street	$ 6.00 ,,	12
Hotel Normandie	2, Nook Avenue	$ 9.00 ,,	12
Hotel Royal	69, Frederick Street	$ 6.00 ,,	12
Queen's Park Hotel	Queen's Park West	$13.00 ,,	135
Country Hotels :—			
Paramount Hotel	89, Circular Road, San Fernando	$ 7.00 ,,	20
Atlantis Beach Hotel	Mayaro	$ 7.50 ,,	7
Bel Air Hotel	Piarco	$ 8.00 ,,	88
Mt. St. Benedict G'House	Mt. St. Benedict	$ 5.00 ,,	12
P.A.A. Guest House	Piarco	$ 6.00 ,,	50
Bretton Hall	16, Victoria Avenue	$ 8.50 ,,	72
Hotels in Tobago :			
Arnos Vale Beach Hotel	Plymouth	$12.00 ,,	15
Bacolet Guest House	Scarborough	$ 7.00 ,,	16
Blue Haven Hotel	,,	$12.00 ,,	24
Castle Cove Beach Hotel	,,	$10.00 ,,	17
Hotel Robinson Crusoe	,,	$ 8.00 ,,	20

Steamship and Air services :—

To and from U.S.A. :

Aerolineas Argentinas, 759 5th Avenue, New York 22.
Aerovias Brasil, 244 Biscayne Blvd., Miami, Florida.
Alcoa Steamship Co. Inc., 17 Battery Place, New York 4.
Argentine State Line, 24 State Street, New York 4.
British Overseas Airways Corpn., 342 Madison Avenue, New York 17; and Columbus Hotel, Miami.
Canadian National Steamship Co., 186 Tremont Street, Boston, Mass.
Furness, West Indies Line, 34 Whitehall Street, New York 4.
K.L.M. Royal Dutch Airlines, 572 5th Avenue, New York 17.
Moore McCormack Lines Inc., 5 Broadway, New York 17.
Pan American World Airways, 80 E. 42nd Street, New York 17.
Royal Netherlands S.S. Co., 25 Broadway, New York 4.

To and from Canada :

Alcoa Steamship Co. Inc., 276 St. James Street West, Montreal.
Canadian National Steamship Co., 384 St. James Street West, Montreal.
K.L.M. Royal Dutch Airlines, International Aviation Bdg., Montreal.
Saguenay Terminals Ltd., 1000 Dominion Square Bdg., Montreal.
Trans-Canada Airlines, International Aviation Bdg., Montreal.

To and from Great Britain :

Air France, 52 Haymarket Street, London.
British Overseas Airways Corpn., 72 Regent Street, London.
Cie. Generale Transatlantique, 20 Cockspur Street, London S.W.1.
Pacific Steam Navigation Co., Pacific Building, James St., Liverpool 2.
Elders & Fyffes Ltd., 15 Stratton St., Piccadilly, London W.1.
Booth Line, Cunard Buildings, Liverpool 3.
Harrison Line Ltd., 20 Mincing Lane, London, E.C.3.
K.L.M. Royal Dutch Airlines, 202/204 Sloane Street, London S.W.1.
Pan-American World Airways, 195 Piccadilly, London, W.1.
Royal Netherlands Steamship Co., 24 Pall Mall, London S.W.1.
Saguenay Terminals Ltd. (Agent) : 155 Fenchurch Street, London E.C.3.
Trans-Canada Airlines, 27 Pall Mall, London S.W.1.
Shaw Savill & Albion, 88 Leadenhall Street, London, E.C.3.

To and from Venezuela :

Alcoa Steamship Co. Inc., Edificio Phelps, Veroes a Ibarras, Apto 226, Caracas.
British West Indian Airways, Edificio El Conde, Padre a Conde, Caracas.
Furness, West Indies Line, c/o W. H. Kennedy & Co., Sucrs., Caracas.
K.L.M. Royal Dutch Airlines, El Silencio, Bloque 1/12, Caracas.
Linea Aeropostal Venezolana, Bloque 1, Urbanizacion el Silencio, Caracas.
Pan American World Airways, Esquina de Veroes, Caracas.

West Indies :

British West Indian Airways Ltd., 17 Chacon Street, Port of Spain.
K.L.M. Royal Dutch Airlines, Willemstadt, Curacao.
Pan-American World Airways, 12 Abercromby Street, Port of Spain, Trinidad.
St. Vincent Government Airservice, 8 St. Vincent Street, Port of Spain.

Cables : Cable & Wireless (West Indies) Ltd., 65 Marine Sq., Port of Spain.
Banks : Barclays Bank (Dominion, Colonial & Overseas) Ltd., Royal Bank of Canada, Canadian Bank of Commerce, Messrs. Gordon, Grant & Co. Ltd., Bank of Nova Scotia. Trinidad Co-operative Bank.
Governor and Commander-in-Chief : Sir Edward Beetham, K.C.M.G., C.V.O., O.B.E.
H.M. Trade Commissioner : D. Broad, Box 225, Port of Spain.
Imperial Trade Commissioners :
Canadian Government Trade Commissioner, P.O. Box 125, Port of Spain.
Australian Government Trade Commissioner, P.O. Box 642, Port of Spain.
Commissioner for the Government of India, P.O. Box 530, Port of Spain.
Further information about Trinidad and Tobago can be obtained from :
Trinidad : Tourist Board, Port of Spain, Trinidad, B.W.I.
Canada : Trinidad & Tobago Tourist Board, 37 Board of Trade Building, Montreal, Que., Canada.
U.S.A. : Trinidad & Tobago Tourist Board, 122 East 42nd Street, New York 17, U.S.A.
United Kingdom : West India Committee, 40 Norfolk Street, London W.C.2.

[" The Pocket Guide to the West Indies," by Sir Algernon Aspinall, Methuen, 30/-, contains much tourist information.]

BRITISH-LATIN AMERICAN ORGANIZATIONS IN LONDON.

The Hispanic Council, Canning House, 2, Belgrave Square, S.W.1. Tel : Sloane 7186.

The Luso-Brazilian Council, Canning House, 2, Belgrave Square, S.W.1. Tel. : Sloane 7186.

Joint publication : "*British Bulletin of Publications on Latin America, the West Indies, Portugal and Spain.*"

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British & Latin American Chamber of Commerce, Inc., 2, Belgrave Square, S.W.1. Tel. : Belgravia 3743. Publication (for members) : "*Newsletter.*"

Argentine Chamber of Commerce in Great Britain, 53, Hans Place, S.W.1. Tel. : Knightsbridge 1526.

Anglo-Argentine Society, 6, Grosvenor Crescent, S.W.1. Tel. : Belgravia 3015.

Brazilian Chamber of Commerce & Economic Affairs in Great Britain, 60, Lincoln's Inn Fields, W.C.2. Tel. : Holborn 4742. Publication, monthly : "*Brazil Journal.*" Tel. : Chancery 6374.

Brazilian Government Trade Bureau, 157-161, Regent Street, W.1. Tel. : Regent 1821. Publication : "*Brazilian Bulletin.*"

Anglo-Brazilian Society, 1, Hamilton Place, W.1. Tel. : Grosvenor 4243.

Anglo-Chilean Society, 3, Hamilton Place, W.1. Tel. : Mayfair 0178.

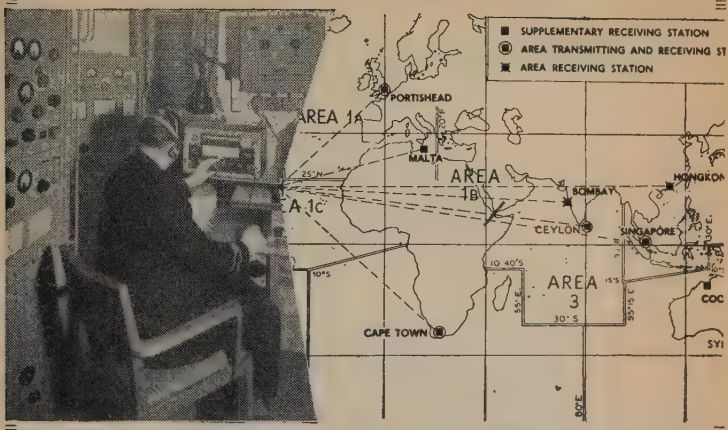
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ARGENTINA

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ARGENTINA is the eighth largest country in the world, the fourth largest in the Americas, and the second largest in area and population in South America. It covers an area of 1,078,266 square miles, or 29 per cent. the area of Europe; it is 2,150 miles in length from north to south and is, in places, 980 miles wide. Without including the estuary of the Río de la Plata its coast line is about 1,600 miles long. Its western frontier runs along the crest of the high Andes, a formidable barrier between it and Chile. Its neighbours to the north are Bolivia and Paraguay and (in the north-east) Brazil. To the east is Uruguay. Its far southern limit is the Beagle Channel.

Argentina is enormously variable both in its types of land and in its climates, which range from the great heats of the Chaco through the pleasant climate of its central pampas to the sub-antarctic cold of the Patagonian south. Argentine geographers usually recognise four main physical areas: the Andes, the North, the Pampas, and Patagonia.

The first division, the Andes, includes the whole length of the Cordilleras, low and deeply glaciated in the Patagonian south, high and dry in the prolongation into north-west Argentina of the Bolivian Altiplano (meaning a high plateau); south of this is the very parched desert and mountain region south of Tucumán and west of Córdoba. The oases in this area strung along the eastern foot of the Andes—Jujuy, Salta, Tucumán, Catamarca, La Rioja, San Juan, Mendoza

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Argentina (from the Latin argentum, meaning silver), is not an apt name for the republic, for it has little of that metal. It is variously suggested that the name was coined from the hopes of the early settlers; or that it was called so because the native Indians wore silver ornaments; or that the name given its great estuary—Río de la Plata, silver river—was applied to the whole land.

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and San Rafael—were the first to be colonised by the Spaniards.

The second division, the North, contains the vast, forested plains of the Chaco and the floodplain and gently rolling land known as the Argentine Mesopotamia lying between the rivers Paraná and Uruguay. In the far north-east a comparatively small area is actually on the great Paraná Plateau.

The third division, the flat rich pampas, takes up the heart of the land. These vast plains lie south of the Chaco, east of the Andes, and north of the Rio Colorado. The eastern part, which receives more rain, is usually called the Humid Pampa, and the western part the Dry Pampa. They stretch for hundreds of miles in almost unrelieved monotony.

The final division is Patagonia, the area south of the Río Colorado —a land of arid, wind-swept plateaux cut across by grassed valley bottoms. In the deep south the wind is more boisterous, there is no summer, but to compensate for this, the winters are rarely severe.

These variations of land and climate, reflected as they must be in the lives and activities of its people, have entered profoundly into the making of modern Argentina : how, is best explained in a rapid summary of Argentina's history and economic fortunes. We shall see how it came to pass that the first supremacy of the settlements along the foot of the Andes was lost to the fabulous growth of Buenos Aires, drawing its strength from the once unregarded pampas. It is to Buenos Aires that all roads lead today.

Story of settlement and economic growth : When, in the early 16th century, the first white men came to Argentina, the native Indians had already halted the Inca drive southwards from Peru through Bolivia into northern Argentina. The Spaniard, Juan de Solís, landed on the shores of the Plata estuary in 1516, but he was killed and the expedition failed. Magellan touched at the estuary four years later, but turned southwards to make his way into the Pacific. In 1527 both Sebastian Cabot and his rival Diego García sailed into the Estuary and up the Paraná and the Paraguay. They formed a small settlement which they called Sancti Spiritus ; it was situated at the junction of the Carcaraña and Coronda rivers where the first one runs into the Paraná, but it was wiped out by the Indians about two years later and Cabot and Garcia returned to Spain. Ten years later, in 1536, Pedro de Mendoza, with a large force well supplied with equipment and horses, founded a settlement at the spot which is now called Buenos Aires. The natives soon made it too hot for him ; the settlement was abandoned, and Mendoza returned home, but not before sending Juan de Ayolas, with a small force, up the Paraná. Ayolas set off for Peru, already conquered by Pizarro, leaving Irala in charge of the remainder of the expedition. It is not known for certain what happened to Ayolas, although he is supposed to have been killed by Payaguaes Indians near Candelaria on the Bolivian border. In 1537, Irala and his men settled at Asunción, in Paraguay, where the natives were docile. This was the first settlement in the interior of South America. There were no further expeditions from Spain to colonise the region which is now called Argentina, and it was not, in fact, until 1573 that the settlement at Asunción sent forces south to establish Santa Fé and not until June 11, 1580 that Juan de Garay refounded the settlement at



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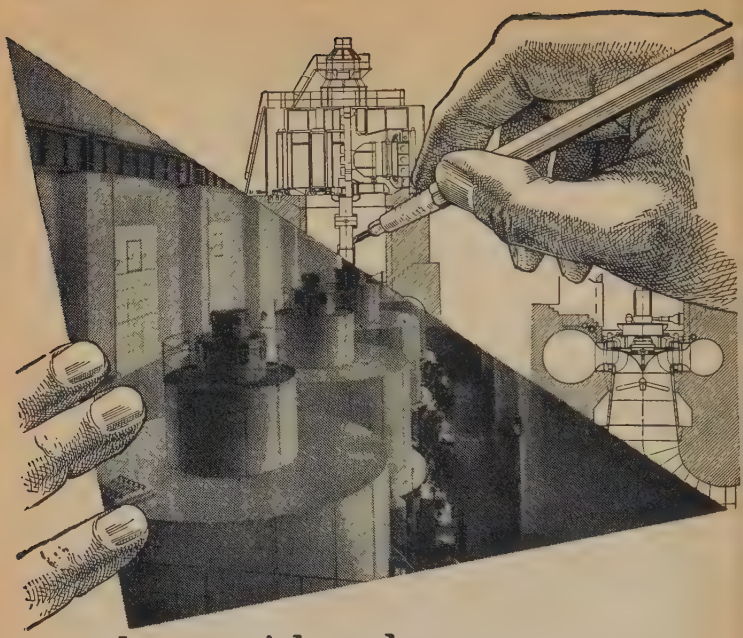
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Buenos Aires. It was only under his successor, Hernando Arias de Saavedra (1592-1614), that the new colony became secure.

In the meantime there had been successful expeditions into Argentina both from Peru and Chile—the first, from Peru, as early as 1543. These expeditions led, in the latter half of the 16th century, to the foundation at the eastern foot of the Andes of the oldest towns in Argentina : Santiago del Estero, Tucumán, Córdoba, Salta, La Rioja and Jujuy by the Peruvians following the old Inca road, and San Juan, Mendoza, and San Luis by the Chileans from across the Andes. Peru was, in fact, given the viceroyalty over Argentina in 1563.

For 270 years after its foundation Buenos Aires was a place of little importance. Spanish stress was upon Lima, and Lima did not send its treasures home by way of Buenos Aires but through Panamá and the West Indies. Buenos Aires was not allowed by Spain to take part in the overseas trade until 1778 ; its population then was only 24,203. It was merely a military outpost for Spain to rival the Portuguese outpost at Colonia, across the Estuary, and lived, in the main, by smuggling. Even when (in 1776) a Viceroyalty of Río de la Plata was formed, with jurisdiction over Argentina, Uruguay, Paraguay and Bolivia, it made little difference to Buenos Aires as a capital, for its control of the cabildos (town councils) in distant towns was very tenuous. When the British, in revenge for Spain's adherence to Napoleon, held Buenos Aires for a few months in 1806, and marched against it again in 1807, there was no inkling of its future potentials. But the attacks had one important result : a large increase in the confidence of the Porteños (the name given to those born in Buenos Aires) to deal with all comers, including the mother-country, whose restrictions were increasingly unpopular. On May 25th, 1810, the cabildo of Buenos Aires deposed the viceroy and governed on behalf of King Ferdinand VII, then the captive of Napoleon. Six years later, when Buenos Aires was threatened by invasion from Peru and blockaded by a Spanish fleet in the River Plate, a national congress held at Tucumán on July 9 declared independence. The declaration was given reality by the selfless devotion of the Liberator, José de San Martín, who boldly marched an Argentine army across the Andes to free Chile, and (with the help of Lord Cochrane, head of the Chilean Navy), embarked his forces for Peru, where he captured Lima, the first step in the freedom of Peru.

When San Martín returned home, it was to find the country rent by conflict between the central government and the provinces. Disillusioned, he retired to France. The internal conflict was to last a long time. On the one hand stood the Unitary party, bent on central control ; on the other the Federalist party, insisting on local autonomy. The latter had for members the great caudillos, the large landowners backed by the guachos, suspicious of the cities. One of their leaders, Juan Manuel de Rosas, took control of the country in 1829. During his second term as Governor of Buenos Aires he asked for and was given extraordinary powers. The result was a 17-year reign of terror without parallel in South America. He concentrated power ruthlessly into his own hands. His rule was an international scandal ; and when he began a blockade of Asunción in 1845, Britain and France promptly countered it with a three-year



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blockade of Buenos Aires. But in 1851 Justo José de Urquiza, Governor of Entre Ríos, one of his old henchmen, organised a triple entente of Brazil, Uruguay, and the Argentine opposition to overthrow him. He was utterly crushed in 1852 at Caseros (a few miles from Buenos Aires), and fled to England, where he farmed quietly for 25 years, dying at Southampton, where he is buried.

Rosas had started his career as a Federalist; once in power he was a Unitarist. His downfall meant the triumph of federalism. In 1853 a federal system was finally incorporated in the constitution, but the old quarrel had not been shelved. In 1859, when the constitution was ratified, the Capital was moved to Paraná, the province of Buenos Aires seceded, and Buenos Aires, under Bartolomé Mitre, was defeated by the federal forces under Urquiza. Two years later Buenos Aires again fought the country, and this time it won. Once again Buenos Aires became the seat of the federal government, with Bartolomé Mitre as the first constitutional president. (It was during his office that the Triple Alliance of Argentina, Brazil, and Uruguay made away with the tyrant Lopez of Paraguay). There was another political flare-up of the old quarrel in 1880, ending in the humiliation of Buenos Aires, which then ceased to be the capital of its province; a new provincial capital was founded at La Plata, 30 miles to the SE of the city of Buenos Aires. At that time a young colonel, Julio A. Roca, was finally subduing all the Indian tribes of the pampas and the S. This was an event which was to make possible the capital's final supremacy over all rivals in the republic.

The transformation of the pampas: The pampas, the economic heart of the country, extend fanwise from Buenos Aires for a distance of between 300 and 400 miles. Apart from three groups of sierras or low hills—the Sierras de Córdoba (5,000 ft.), the Sierras del Tandil (1,600 ft.), and the Sierra de la Ventana, north of Bahía Blanca (4,000 ft.),—the surface seems an endless flat monotony, relieved occasionally, in the south-west, by sand dunes. There are few rivers. One, the Río Salado, flows sluggishly through swamps from Junin south-eastwards to its Atlantic mouth, some 100 miles south of the capital. Of the five streams which rise in the Córdoba Hills two only are unabsorbed by the land: the Tercero and the Cuarto, which unite into the Rio Carcarañá to join the Paraná above Rosario. Drinking water is pumped to the surface from a depth of from 100 to 500 feet by the windmills which are such a prominent feature of the landscape. There are no trees, save those that have been planted, except in the *monte* of the west. (In the monte, the trees are sparsely spaced on the grassland). But there is, in most years, ample rainfall. It is greatest at Rosario, where it is about 40 inches, and evenly distributed throughout the year. The further south from Rosario, the less the rain. At Buenos Aires it is about 37 inches; it drops to 21 inches at Bahía Blanca, and is only 16 inches along the boundary of the Humid Pampa. The further from Rosario, too, the more the rainfall is concentrated during the summer. Over the whole of the pampa the summers are hot, the winters mild. But even in this there is a difference between various regions: at Rosario the growing season between frosts is about 300 days; at Bahía Blanca it falls to 145 days.

When the Spaniards arrived in Argentina the whole of the pampas

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were covered with tall coarse grasses, a sore sight for those who were not interested in grass or soil. They had brought cattle and horses with them and these were soon roaming wild in the pampa, a godsend for the savage Indians. The only part of the pampa occupied by the settlers was the Pampa Rim, between the Río Salado and the Paraná-Plata rivers. Here, in large estancias, cattle, horses and mules in great herds roamed the open range. There was a line of forts along the Río Salado : a not very effective protection against marauding Indians. The Europeans, by chance or design, had also brought European grasses with them ; these soon supplanted the native coarse grasses, and formed a green carpet surface which stopped abruptly at the Río Salado.

The estancia owners and their dependent gauchos were in no sense an agricultural people. The pampa is rimmed, from north of Rosario southwards along the Paraná and the Plata to Buenos Aires and a hundred miles beyond by a barranca, or steep bank rising from river and estuary to a height of some 100 feet. Along the Paraná-Plata shore there is a zone in which the barranca is serrated by ravines created by short streams. Towards the end of the 18th century, tenants—to the great contempt of estancia owner and gaucho—began to plant wheat in these valley bottoms.

This was the situation in Argentina as late as the fifties of the nineteenth century. Beyond the Río Salado was Indian country, in which the whites were not interested, apart from occasional forays into the south-west for salt. The fall of Rosas in 1852, and the constitution of 1853, made it possible for Argentina to take a leap forward. But it must be remembered that its white population at that time was only 1,200,000. Preston James, in his book *Latin-America,* lists four attributes of Argentina at that date : (1) the sparse population—Buenos Aires had less than 90,000 ; (2) a people almost exclusively interested in horses, cattle and sheep and not at all in agriculture ; (3) an abundance of free first-rate land for grazing and grain farming ; and (4), a tradition of large private estates.

The modern period : The rapidly rising population of Europe during the latter half of the 19th century and the consequent clamour for cheap food was the spur which impelled Argentina (as it did the United States and Canada) to occupy its grasslands and take to agriculture. This had become possible by the new techniques already developed : agricultural machinery to till the soil and reap the crops, barbed wire to delimit pasture and tillage, well-drilling machines and windmills to raise water to the surface, roads and railways to carry produce from farm to port, and steamships to bear it to distant markets. (The first Royal Mail Steam Packet ship reached Buenos Aires in 1851). Roads were, and are, a difficulty in the Argentine pampa ; there is no gravel or stones in the soil to surface the roads, and rural roads become a quagmire in wet weather and a fume of dust in the dry. But railways, on the other hand, were simple and cheap to build. The first—a short stretch running south-west from Buenos Aires—was built in 1857. Soon after another was built along the old Colonial road from Rosario to Córdoba and Tucumán. The system grew as need arose and capital (mostly from Britain) became available. Those in the pampa radiate out fanwise

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(with intricate inter-communication) from the ports of Buenos Aires, Rosario, Santa Fe and Bahía Blanca. The people of Argentina, indeed, now think of the pampa in terms of zones served by the four great railways from Buenos Aires which traverse it: the first, running south to La Plata, Mar del Plata, and Bahía Blanca; the second running south-westwards; the third westwards through Junin to Mendoza and over the Andes to Chile; and the fourth north-westwards to Rosario, Córdoba and Santa Fe.

The occupation of the pampa was made finally possible by a war against the Indians in 1878-83 which virtually exterminated them. Many of the officers in that campaign were given gifts of land of more than 100,000 acres each. The pampa had passed into private hands and on the old traditional pattern of large estates.

Cattle products—hides, tallow, and salt beef—had been the mainstay of Argentine overseas trade during the whole of the Colonial period. (In the early 19th century wool challenged the supremacy of cattle). The occupation of the grass lands did not, at first, alter the complexion of the foreign trade; it merely increased its volume. In 1877, however, the first ship with refrigeration chambers made it possible to send frozen beef to England. But the meat of the scrub cattle was too strong for English taste. As a result, pedigree bulls were imported from England and the upgrading of the herds began. The same process was applied to sheep. But the improved herds could only flourish where there were no ticks—ticks are prevalent in the north—and throve best where forage crops were available. Argentina adopted as its main forage crop Lucerne grass, known as alfalfa, which proved extremely suitable on the pampa. (It has been supplemented since with barley, oats, rye and Sudan grass). But since alfalfa has to be planted on ploughed land, and cut for the beasts, and labour was short, the land-owners were forced to resort to the services of more immigrants.

The first immigrants had actually arrived and been settled north-west of Santa Fe in 1856. By 1880, over 170,000 people had arrived from Europe. In 1889 the net immigration was 178,000. Between 1857 and 1900, 1,200,000 settlers came to stay permanently in Argentina. Between 1857 and 1930, total immigration was over six million. Most of the immigrants were Italian and Spanish. The process has gone on of late years, with interruptions during the 1930 economic crisis and the second world war. During the 1947-51 period, 629,685 immigrants settled in Argentina, but the process is now slowing down—in 1955 the net influx was only 23,426. Agriculture is still the main trade amongst the newcomers, but many of them are now journeymen, bricklayers, carpenters, coachmen and chauffeurs, merchants, accountants and clerks. Italians are by far the most numerous, followed by Spaniards and then, far behind, by Poles, Portuguese, Yugoslavs, Syrians and Germans.

During the earlier periods of immigration the land-owners were only interested in beef cattle and the forage for them. They rented plots of land for four years or so to the immigrants, on the understanding that they moved on to fresh plots at the expiration of their lease, and when the ground had been planted in the final year with alfalfa. And for a share in the profits, they permitted the tenants to



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sow wheat for the first three years. Alfalfa, in this rotation, was cuttable five or six times a year for as long as six or ten years, when new tenants were leased the land again. It was in this way that wheat—a profitable crop, grown more and more for its own sake—became popular in Argentina. Forage crops other than alfalfa—barley, oats and rye—were planted in lands suitable to them, grain crops other than wheat—maize and linseed—were grown in many areas. To-day the pampa in most places combines the commercial growing of wheat, maize and linseed with the basic stress still upon the rearing of beef cattle, now strongly in demand for the feeding of urban millions as well as for export. In no part of the pampa is less than 40 per cent. of the land given over to pasture. In some places, and more particularly in the bulge south of Buenos Aires, farming is still confined to cattle and sheep rearing and the provision of suitable forage for them. In a few places, notably round Buenos Aires, the land has been devoted to truck and dairy farming and fruit growing.

The country given over to arable and pastoral farming is monotonously level, except in Entre Rios, where it is rolling land. It is astonishing to drive mile after mile and see no brook or river, and to learn that one can drive a hundred miles in some parts without meeting one permanent watercourse. Nor are there ponds or pools save in times of unusual rain, when shallow pools appear. Windmill pumps stand in the fields, and from them radiate long lines of galvanised iron troughs for the cattle and sheep.

Fields are fenced into very large potreros, or pastures, of from 100 to 5,000 acres each. Cattle, sheep and horses usually graze in the same pasture. The fences are wire and well built at great cost, for all wood has to be brought from the northern forests. The posts are mostly of quebracho, hard and heavy as stone and nearly as durable. The wires pass through the posts and are kept absolutely taut ; they are run through the upright sticks or stays that space them the proper distance apart, since the posts are very far one from the other. There may be one barbed wire, no more. The gates are wide and strong and seldom drag on the ground.

There may be a few buildings on the estancia besides the rather large dwelling of the manager—an office for the book-keeper, a coach house and harness house and a shearing shed. There may, too, be sheds for sheltering and feeding rams and choice ewes, but these are few. There are modest houses for the peons, or farm-hands, and in each large pasture there is commonly a hut or small house for the peons who look after the fences or animals in that pasture.

In the villages the unpaved streets are flanked by houses built in the Spanish style. If it has been wet, the dirt roads make heavy going ; if dry, there are clouds of dust. The roads are wide and commonly treeless, though now and then there are estancias where trees have been planted with care. The chinaberry tree is the favourite, for it is not devoured by locusts ; next comes the Eucalyptus globulus.

Tenants and owners : Because of the law of inheritance in Argentina whereby a property is divided equally amongst the children, and because some of them have been split up and sold, the

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larger estates have tended to disappear. In 1947 (the latest available statistics) there were in Argentina 468,680 rural properties, an increase in number of 3.7 per cent. in ten years. Of these, 37 per cent. were farmed by their owners and 34 per cent. by tenants. (The balance represents other forms of occupancy). Basically, it seems that land ownership has not increased appreciably for some time.

Summing up : To sum up, the transformation of the pampa has had two profound effects in Argentina. First, because its new created riches flowed out and its needs flowed in mainly through one port, this led to the lifting of that port, Buenos Aires, from comparative insignificance into one of the greatest cities in the world. Its dominance in Argentina is now unchallenged, and this in turn has done more to harmonise old discords than anything else. The whole of Argentina now turns to the capital for leadership. In the second place, the transformation of the Humid Pampa has led, through immigration, to a vast predominance of the European strain in the country.

The British in Argentina : Modestly, but firmly (for these are not days in which to hide the light under a bushel) we must allow ourselves an appendix on the part played by the British in the transformation of Argentina into a modern state. It could not be better expressed than in the words of Sir David Kelly, once our ambassador to Argentina : " The British horse was followed in 1826 by the all-British ' Racing Club.' In 1827 John Miller imported the first shorthorn—Miller's Estancia is still British owned. In 1844 Richard Newton set up the first wire-fence—a typical feature of the Argentine landscape. In 1874 a British Estancia, Mr. Sherman's El Negrete, saw the first sheep-dip and the first game of polo. The first Aberdeen-Angus was imported by Mr. Grant in 1876. The first steamship to arrive at Buenos Aires was the Royal Mail *Esk* in 1851. It sounds incredible, but it is true that all the following were started by British capital and engineers : gas, electric light, the meat packing industry, agricultural and industrial machinery, insurance, banks, tramways, telephones, telegraphs, wireless ; and so, incidentally were football, rugby, rowing, tennis, golf, polo, and boxing. I have left to the last the most important of all, the railways, on which the whole modern development depended. At the very end, out of 26,800 miles of railways, 20,000 were British owned."

The Argentine People : In the country as a whole, the people are predominantly white ; in the Federal Capital and Province of Buenos Aires, where nearly half the population lives, the people are almost exclusively of European origin. But settlements in the west along the foot of the Andes were colonised from Chile, those in the north-west from Peru, and those in the north and north-east from Paraguay. In these places the mestizos form at least half the population, though they are less than 2 per cent. of the population of the whole country. In the highlands of the north-west, in the Chaco, and in southern Patagonia there are small remnants of the indigenous pure bred Indian.

Employment : The proportion of the total inhabitants which lives in the cities has been rising rapidly of late years. The main effect of this is that more and more of the agricultural production

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is being consumed internally, less and less food is exported, with an ensuing dislocation of traditional markets. The flow to the cities is partly explained by the rise of industrial production. Before the first World War the economy of Argentina could loosely be defined as colonial : that is, the country exported its surplus food and imported its manufactured articles. It was a system which served Argentina well for the country is poorly endowed with the minerals and resources of power which make for the creation of industry. But when Argentina during the First World War found herself cut off from her supplies, she made a great effort to overcome these shortages by manufacturing herself the goods she needed. The process was intensified during the Second World War and after. As a result the economic picture has changed vastly. In 1954 some 7,600,000 persons were gainfully employed. Of these 25 per cent. were engaged in the basic industries of farming, forestry and fishing ; 23 per cent. were engaged in industry, and 52 per cent. in loosely allied " services". Of every 100 persons gainfully employed, 12 were employed in public administration : a sure and somewhat grim index of a growing bureaucracy.

POPULATION OF THE CAPITAL AND PROVINCES

(Officially estimated 1.8.56).

Capital	3,641,562	La Pampa	188,673
		San Luis	183,471
Provinces :—		Rio Negro	181,856
Buenos Aires	5,106,743	Formosa	180,082
Santa Fe	1,990,513	Catamarca	173,359
Córdoba	1,826,383	Chubut	124,576
Entre Rios	932,951	La Rioja	124,333
Mendoza	758,799	Neuquen	112,561
Tucumán	758,430	Santa Cruz	67,413
Corrientes	629,023	*Territory* :—	
Chaco	616,636	Tierra del Fuego (Included in Santa Cruz)	
Santiago del Estero ..	580,955		
Salta	385,579		
Misiones	337,146		19,469,910
San Juan	336,995		
Jujuy	231,871		

In 1914 the population was 7,885,237. At the end of 1954, it was 18,919,000 ; of these 2,829,678 had been born abroad. It is increasing at an annual rate of 2.65 per cent. Birth rates (1947) were 20.2 per thousand for the cities and 33.3 per thousand for the country districts. Over three-quarters of the population live in the towns ; half of it lives in the Federal capital and province of Buenos Aires : 3,641,562 in the city of Buenos Aires, and 5,106,743 in the province.

It is estimated that 85 per cent. are Argentine born ; 15 per cent. are foreign born and generally of European origin.

Better sanitary conditions and the general improvement in the standard of living have raised the expectation of life since 1914 from 45.2 years to 56.9 in the case of men and from 47.5 years to 61.4 in the case of women. These figures are an average for the whole country : they are higher in the capital and Buenos Aires province and Santa Fe but lower elsewhere. Death rate (1952), 8.45 per 1000.

Political Division : The country is divided into a Federal Capital district, which is the City of Buenos Aires, and 23 Provinces. The Federal Capital and the Provinces have the right to elect repre-

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sentatives to the National Congress. All the Provinces have their own Chamber of Senators and Deputies.

In 1949 the Peronista regime modified the model 1853 Constitution. In Sept., 1955, Perón fell and a Provisional Government took over and dissolved Congress. The 1853 Constitution, with certain amendments, has been temporarily restored. Under it, no President can be re-elected until a 6-year term has intervened.

The form of Government is modelled on that of the United States, or the "representative, republican, federal" system. The Central Government deals with such matters as affect the State as a whole, but the governors of the provinces have extensive powers, and are elected for terms of three or four years. The municipal government of the capital is exercised by a Mayor appointed by the President with the approval of the Senate.

Federal **Courts,** National and Provincial, deal with cases of national importance and handle cases in third instance connected with the Federal Justice and in other matters expressly laid down by special laws. They consist of the Supreme Courts, formed by five Minister-Judges in the Capital, having five members in Buenos Aires ; five courts of appeal, one with three judges of the superior tribunal in Buenos Aires and others with three judges each for La Plata, Paraná, Córdoba and Rosario, and Federal Courts of first instance in each of the provinces.

Education : The controlling authority is the Ministry of Education. The Federal Government provides primary education in the Capital and the Provinces—Lainez Law—although the provincial Governments also provide elementary schools. Privately owned schools are permitted but their teaching is controlled by the National or Provincial authorities ; this allows their students to enter the secondary education schools or National colleges. There are National universities at Córdoba (founded 1613) ; Buenos Aires (1812) ; La Plata (1897) ; San Miguel de Tucumán (1912) ; the National University of the Litoral, Santa Fe with branches in Rosario (1920), and in Corrientes (1922) ; and the National University of Cuyo, in Mendoza (1939). In January, 1955, the Universidad Nacional del Sud was created at Bahia Blanca, Province of Buenos Aires.

Communications : Outward communications are by sea, rail and air. For all its long coastline on the Atlantic, it has only two good sea ports : Buenos Aires (properly on the Rio de la Plata), and Bahía Blanca. The largest inland port, Rosario, is far up the Paraná river. Interior communications are by river, air, road, or railway. The two great rivers flowing southward into the Plate, the Paraná and the Uruguay, are not very satisfactory routes. Ocean vessels can only go as far as Rosario and Santa Fe on the Paraná, and beyond Concordia the Uruguay river is interrupted by rapids. Both the Colorado and the Negro rivers in northern Patagonia are navigable, but only to small vessels. With much of Patagonia communication is only possible by sea and air.

Most of Argentina, except in the south, is well served by roads, though few of them are good by European standards. But Argentina is immeasurably better served by railways than any other republic in South America. The first railway was opened in 1857—a mere six miles running out of Buenos Aires to the south-west. But soon

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afterwards a railway was built along the old colonial route from Rosario to Córdoba and Tucumán. Most of the later railways were built by the British but not, unfortunately, with a uniform gauge : some are broad gauge, some standard, and some narrow gauge. The country has 26,782 miles of railway line. About 70 per cent. of the track, or 18,747 miles, is in the pampa, which covers only a fifth of the total area of the republic. The lines fan out into the plains from four centres : Buenos Aires, Rosario, Santa Fe, and Bahía Blanca. The fans are partly superimposed, so there are multiple connections between the various railways. Two main lines cut across the fans : both start from Bahía Blanca, one going north to Rosario and the other north-westwards to Villa Mercedes and beyond. Four of the lines run into neighbouring countries : one north-eastwards through Entre Ríos and Concordia to Posadas connects with a line from Asunción, the capital of Paraguay ; another runs north-westwards and across the high puna to connect with the Bolivian system to La Paz ; a third runs westwards to Mendoza and over the Andes to Santiago, Chile ; a fourth runs from Salta, in the mountains of the north-west, to Antofagasta, in northern Chile. But since all trade in Argentina is attracted towards Buenos Aires, not one of the four is a particularly successful carrier of freight.

The number of passengers carried by rail increased from 282 millions in 1946 to 566.1 millions in 1954. The Buenos Aires City Transport Corporation carried 2,062.6 million passengers in 1951 and 1,921.3 millions in 1954.

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The Cities of the Pampas :

The pampa accounts for little more than a fifth of the total area of the country, but half the people of the land live in the capital and the Province of Buenos Aires. Probably three-quarters of the whole population live in the pampa, which has 70 per cent. of all the railways, 86 per cent. of the land used for cereals and linseed, 65 per cent. of the cattle, 40 per cent. of the sheep, 77 per cent. of the pigs, and nearly 90 per cent. of the industrial production : in short, the greater proportion by far of the nation's economic activity is concentrated here.

The River Plate, or Río de la Plata, the main seaward entrance on which Buenos Aires lies, is less a river than an estuary or great basin into which flow the Rivers Paraná and Uruguay and their tributaries. Measured from Piedras Pt., Argentina, to Brava Pt., Uruguay, the Plate has a width of about 56 miles, and where the Rivers Paraná and Uruguay branch off (say from Martin Chico to San Fernando) the width is 23 miles. The Río de la Plata river is 100 miles long as the crow flies, and mud and sand give it a thick, brownish colour. It is shallow and the passage of ocean vessels is only possible by continuous dredging of the recognized channels.

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by the direction of the wind and the state of the Paraná and Uruguay rivers. The river rises with south and south-easterly winds, and falls with a wind from N.N.E. or N.W. Strong winds from the south-east and west will sometimes cause the river to rise and cause floods along the Buenos Aires coast line delta (Paraná) because of the large volume of water blown in from the ocean.

Buenos Aires, 6,121 nautical miles from Southampton and 123 miles' steaming for ocean steamers from Montevideo, stands at the head of a great ocean route and is served by vessels of all nationalities trading to and from all countries. The capital of Argentina, spread over 71 square miles, it is the largest city in the southern hemisphere and the sixth largest in the world. And a splendid city it is, too, with many fine buildings and attractively laid-out open spaces and parks.

The city was founded on its present site in 1536 by the first Spaniards who landed in the country, but was abandoned soon after and refounded again from Asunción in 1580. It was not allowed to trade with the world until 1778, and even by 1852 the population was only 76,000. The first passenger mole did not appear until 1855, and the first railway from it was not built until 1857. It has been explained in the introduction how the occupation and exploitation of the Pampas led to the city's pre-eminence in the country, Its population is 3,500,000. Greater Buenos Aires, which includes the surrounding districts, has about 6,000,000.

The old city could not be adapted to the needs created by such an overwhelming growth : Buenos Aires has been virtually rebuilt since the opening of this century, and there are very few of the old buildings left for the visitor to see. The streets are mostly laid out in square blocks, the sides of each block measuring roughly 136½ yards. Two diagonals have been cut through this rectangular pattern : the accompanying street map will show how they run. In the centre of the city, which has maintained the original lay-out since its foundation, most of the streets and pavements are very narrow ; these are mostly one-way streets. There is no system of traffic lights or of major and minor roads. During a traffic jam, conductors are apt to honk their horns as hard as they can : a necessity perhaps, in a cosmopolitan city where traffic discipline is lax. At night, in the central district, motorists flash their lights at street-crossings.

The heart of the City, now as in Colonial days, is the Plaza de Mayo, with the historic Cabildo, or Town Hall, where the movement for Independence from Spain was triggered off ; the pink Casa Rosada, or Government Palace ; the Municipal building ; the Cathedral, in which San Martín rests in a mausoleum ; the Ministry of Labour and the Banco de la Nación. Within a few blocks are the fashionable church of Nuestra Señora de la Merced, the National Library and the main banks and hotels.

Running W from the Plaza, the Avenida de Mayo leads to the Congress building in the Plaza de Congreso. Halfway it crosses Avenida 9 de Julio, laid out on a grandiose scale and the widest avenue in the world ; it has an enormous municipal parking garage under it.

North of the Plaza de Mayo is the shopping, theatre and commercial district. The city's most fashionable shopping street, Calle Florida, is here : narrow, always crowded, and a gay promenade at

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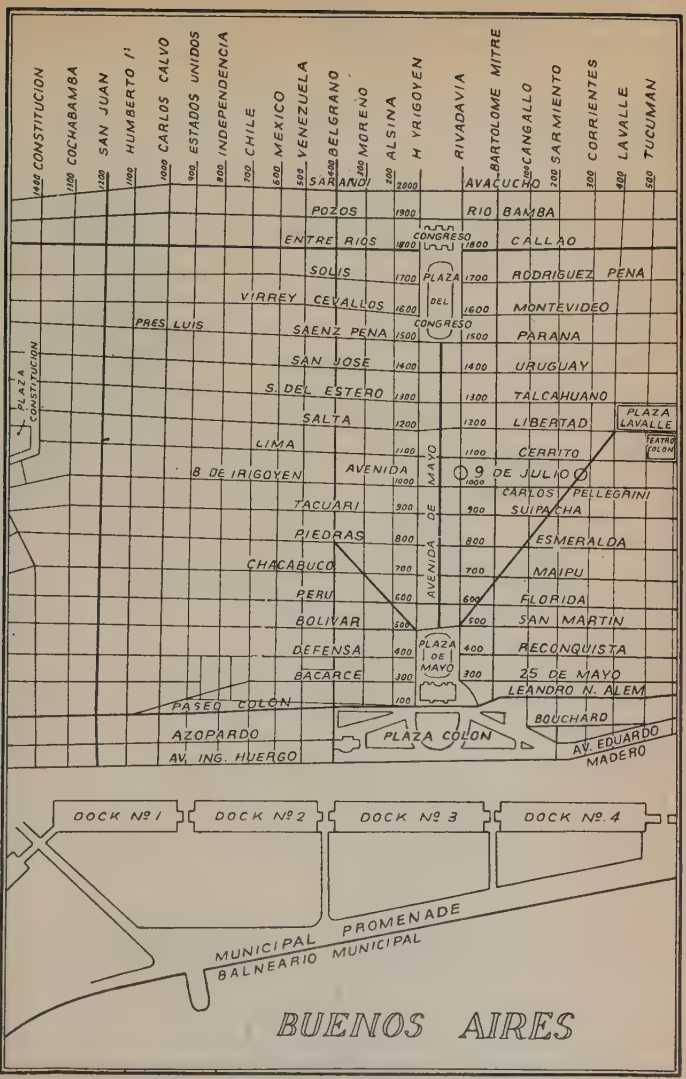
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tea-time in the late afternoon ; motor traffic is barred during most of the day. Another important shopping street is Santa Fe, converging with Florida at the Plaza San Martín. Calle Corrientes is the City's "Great White Way," a street of theatres, restaurants, cafes and night life.

South of Plaza de Mayo is the old San Telmo—a picturesque, quiet corner of the city which still retains some colonial buildings. A broad avenue, Paseo Colón, runs S to the waterfront and the industrial section known as the Boca, where the Riachuelo flows into the Plata. It was here, near Park Lezama, that Pedro Mendoza founded the first Buenos Aires. The Boca, which is mostly Italian, has its own distinctive life. At its restaurants and cafes, frequented by sailors and working people, you can eat tasty Italian dishes and a variety of sea foods. It has cabarets, dance halls, a popular art centre and its Bohemian corners.

Those who have no time to explore its museums, art galleries and churches can get a quick impression of the splendour of the city by riding in a taxi, automobile, or one of the large excursion cars which can be taken usually from the Plaza de Mayo. One of the quickest and most delightful of the drives is from Plaza Mayo, front of Government House, through the whole length of the Avenida de Mayo to Plaza Congreso, on to the right through Avenida Callao to Avenida Libertador General San Martín and through the latter to Palermo Parks, where beautiful gardens, trees, lakes, monuments and palatial residences meet the eye everywhere.

Near the Palermo Parks are the Zoological and Botanical gardens. From Avenida Libertador General San Martin you turn into Avenida Vertiz, where the Hipodromo Argentino or race-course is situated. Continuing through Avenida Vertiz you end the drive at the Barrancas de Belgrano, an attractive though not extensive park surrounded by beautiful residences. This drive takes about half-an-hour and is well worth making.

The theatre retains its hold on the people of Buenos Aires. There are no less than 30 commercial theatres, one with seating for 3,000, which play the year round, and 75 experimental theatres, several with seating for 400. There is never an empty seat at a concert, the ballet, or an opera. Some of the daily papers rank with the best in the world. There are many publishing houses, a multitude of book shops, and active scientific, cultural, and welfare centres. It is, perhaps, the vivid café life—you can sit at a café table as long as you like for the price of a cup of coffee—that accounts for the great interest taken in the arts.

Landing :—From large transatlantic vessels : Usually alongside Custom House wharf in Darsena Norte (North Basin), otherwise alongside wharf in the dock or basin to which the ship is assigned. From river boats and South coast vessels it is customary for vessels to go alongside Custom House wharf in Darsena Sud (South Basin), but as the Darsena Sud landing stage is out of use for some time owing to important alterations the North Basin is being used instead.

Local Steamships :—The following services, among others, are undertaken by the Compañia de Navegacion Fluvial Argentina with sailings from Buenos Aires.

Montevideo (Uruguay), nightly service, usually at 9 p.m.

Colonia (Uruguay), day service, combining with bus service from Colonia to Montevideo and Carmelo.

Rosario (Paraná River), 2 weekly sailings.

Corrientes (Paraná and Paraguay Rivers), 2 weekly sailings.

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Concordia (Uruguay River), 4 or 5 weekly sailings.
Iguazu Falls (*via* Posadas), regular sailings.
Posadas (*via* Corrientes), bi-weekly sailings usually depending on river flow.
South Coast. Up to Punta Arenas and intermediate Patagonian ports, served by the Imp. & Exp. de la Patagonia and State Steamship Lines. Very irregular sailings.

Note.—All the above schedules are subject to change or cancellations.

Airports : Ezeira, an hour by car from the centre. Magnificent highways to the airport, with woods planted on both sides, make an admirable impression on arriving travellers. It is used by the international services only. Aeroparque, on the north side river front at the end of the New Port, is the airport used for internal services.

Railways : TERMINALS—
Retiro : Ferrocarril Nacional General Bartolomé Mitre (ex F.C.C.A.).
Retiro : Ferrocarril Nacional General San Martín (ex B.A.P.).
Retiro : Ferrocarril Nacional General Belgrano (ex State Railway).
Constitucion : Ferrocarril Nacional General Roca (ex F.C.S.).
Once : Ferrocarril Nacional Sarmiento (ex F.C.O.).
F. Lacroze : Ferrocarril Nacional General Urquiza (ex Central Buenos Railway and Entre Rios).
Puente Alsina : Ferrocarril Nacional Provincia de B. Aires (ex Midland).
Velez Sarsfield : Ferrocarril Nacional General Belgrano (ex Prov. Buenos Aires).

Undergroud Railways : There are five of these, which link the western part of the City to the centre. The 'A' line runs under Rivadavia Street, from Plaza de Mayo up to Primera Junta. The 'B' line from Central Post Office, Avenue L. N. Alem, under Corrientes Street to the Chacarita Cemetery. The 'C' line links Plaza Constitucion with the Retiro terminus of the Mitre, San Martin, and Belgrano railways. 'D' line runs from Plaza de Mayo, under North Diagonal, Cordoba and Sante Fé Streets to Palermo ; 'E' line runs from P. Constitucion to Boedo under San Juan Street. The fare is 50 cents for any direct trip or combination between lines.

The underground Railway, as well as the street services, are now run under the Ministry of Transport.

Taxi Fares : Official rates are 90 cents for starting tariff, and 20 cents per 120 metres thereafter by day ; for every two minutes' wait, 20 cents. A charge of roughly one peso is made for each piece of hand baggage.

Carriages : For the first 1,500 metres, 40 cents. For each succeeding 500 metres or fraction, 10 cents. For every five minutes whilst waiting, 10 cents, but very few cabs have metres and consequently the charge should be arranged beforehand.

Trams cross the city in every direction. The fare is from 50 cents according to the distance.

Omnibus services cover a very wide radius. The fare is from 50 cents, according to distance. Micro-omnibus services : these small buses carry 15/20 passengers and are a rapid form of travel through the city. Their lines extend in all directions to suburban districts. Charge from 60 cents according to distance.

Trolley-Bus services are extending rapidly. Fare : from 70 cents according to distance.

Travel into Neighbouring Countries.

Brazil : There are almost daily services to São Paulo, Rio and other Brazilian points by the various established air lines.

Chile : Trains leave Retiro Station (ex B.A.P. Railway) on Thursdays and Sundays at 9.10 o'clock arriving at the city of Mendoza the following morning. The journey is continued by the Transandine Railway at 7.00 o'clock, arriving at Los Andes at 19.00 o'clock. Passengers transfer there to the Chilean State Railways and proceed to Santiago and Valparaiso, arriving at 23.30 hours. Fares to Santiago or Valparaiso are $572 Argentine pesos First Class and $416 Argentine pesos Second Class. Bed, first class, is $100. Pullman seats from Mendoza to Los Andes, are $210. Free baggage allowance is 30 kilos per passenger, and excess is charged.

There is also a train service to Antofagasta, *via* Salta and Socompa. Train leaves Retiro, Belgrano Railway, on Tuesdays at 4 p.m.,

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arriving at its destination Sat., 6.40 (Chilean time). Tickets only issued as far as Socompa from Buenos Aires, and from there to point of destination. First Class : $766 m/n ; second class, $296 m/n.

There is a daily air service between Buenos Aires and Santiago de Chile served by various foreign and national lines, the flight taking from 3 to 4 hours. Fare from $55 U.S. single, from $99 U.S. return. Free baggage 30 kilos, excess at the rate of 1 per cent. fare paid for every kilo. There is a bi-weekly air service by Aerolineas Argentinas to Punta Arenas, on the S coast of Chile, *via* Comodoro Rivadavia. Fare $1105.

Bolivia : Trains leave Retiro Station, Belgrano Railway, 3 times a week at 4.30 p.m., *via* Tucumán, Jujuy and La Quiaca, for La Paz. First Class fare $1,460 m/n and Second Class fare $690 m/n (Argentine pesos). Free baggage allowance 30 kilos, and excess is charged.

There are also regular air services 5 or 6 times a week to La Paz *via* Panagra, Aerolineas and Braniff. Fare $180/220 U.S. single, $340/396 U.S. return.

Paraguay : A boat-train combination service to Asunción *via* Entre Rios, Corrientes and Misiones leaves Buenos Aires on Sundays at 17 hours, arriving Asunción on Wednesdays at 21 hours. Passengers travel by boat from Buenos Aires to Ibicuy, thence by rail to destination. First class fare to Asunción $570 m/n. Second class $274 m/n. Baggage 30 kilos free, and excess is charged.

There is a daily air service to Asunción del Paraguay served by various companies, the flight taking between 2 and 6 hours. Single fare from $50 U.S. Return from $90 U.S.

Air Services from B.A. to Asunción : Aerolineas Argentinas 5 times a week, leaving 7.30 a.m., arriving at 12 or 14 hours. Braniff, non-stop, leaving Wednesdays and Sundays 8.15 a.m., arriving 10.35 a.m. Panair do Brazil, non-stop, leaves Thursdays 11.30 due Asunción 13.25.

The regular steamship service to Asunción leaves Buenos Aires on Wednesdays and Saturdays. Boats sail up the Rio Paraná and Rio Paraguay. Among other river ports called at are Rosario, Paraná, Corrientes, and Formosa. The fares are $622 and $278. Argentine currency for First and Third Class.

Uruguay : There is a nightly river-boat service to Montevideo leaving at 21 hours, arriving Montevideo following morning at 7, and returning same day at 9 p.m. First class single fare $237.60 m/n.

Air service to Montevideo, mornings or afternoons daily, except Sundays. Fare, $17 U.S. single. Flight takes 1 hour.

There is a daily boat service to Colonia leaving at 8 o'clock, with bus connection to Montevideo, arriving there in the afternoon. Fare to Colonia, $69 m/n single, $124 m/n return. Bus fare to Montevideo $6. Urug. Gold additional each way.

Also aeroplane service daily except Sunday to Colonia, leaving 8 o'clock. Fares, single $4.90 U.S. ; return $8.80 U.S.

Note :—All the above schedules and rates quoted are, of course, subject to alterations.

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Name of Hotel.	Cables.	Tariff per Person per day Without Pension.	Remarks.
Plaza, Florida and Charcas	" Plazaotel "	single $220/250	De Luxe.
		double $320/400	,,
Alvear Palace, Av. Alvear 1891	" Alvearotel "	single $160/180	,,
		double $240/260	,,
City Hotel, Bolivar 160	" Cityotel "	single $180/220	High Class.
		double $240	,,
Claridge, Tucuman 539	" Claridgeotel "	single $220/270	,,
		double $270/300	,,
California, Talcahuano 1038	" Califotel "	single $150/160	,,
		double $200/220	,,
Continental, Av. R. S. Peña 725	" Continotel "	single $150 upwards	,,
		double $180 ,,	,,
Crillon, Santa Fe 796	" Grilhot "	single $140/150	,,
		double $190/200	,,
Lancaster, Cordoba 405	" Lancasterotel "	single $140	,,
		double $200	,,
Nogaro, Av. J. R. Roca 556	" Nogarotel "	single $110 upwards	,,
		double $140 ,,	,,
Richmond, Florida 470	" Hotel Richmond "	single $120/150	Good.
		double $160	,,
Monumental, Junin 357	" Monumental "	single $80	,,
		double $140	,,
Dora, Maipu 963		single $95	,,
		double $140	,,
Gran Hotel Royal Lavalle 570	" Royalhot "	single $90	,,
		double $160	,,
Argentino, C. Pellegrini 37		single $80	,,
		double $140	,,
Carsson, Viamonte 650		single $80	,,
		double $100	,,
Castelar, Av. de Mayo 148	" Castelarotel "	single $70	
		double $120	
Regis, Lavalle 813	" Regishotel "	single $90	
		double $120	
Phoenix, San Martin 780	" Oyloyd "	single $50	
		double $80	

(Prices in Argentine currency, i.e. moneda nacional). Additional service charges are roughly 23 per cent. All the rates quoted are subject to alterations, and it should be noted that for the most part they are the basic, or minimum rates.

(For a variety of announcements concerning Buenos Aires and Argentina, see the later section of this book headed " Local Classified Advertisements.")

Electric Current : 220 volts, 50 cycles, A.C. European Continental-type plugs.

Restaurants : Harrods (Lunch and Tea), Florida 877 ; Gath & Chaves (Lunch and Tea), Florida and Cangallo ; City Hotel, Bolivar 160 (grill room, comfortable tea and cocktail lounge) ; Plaza Hotel Grill ; Shorthorn Grill, Corrientes 634 ; Amerio, Sarmiento 1231 ; La Emiliana, Corrientes 1431 ; Alvear Palace Hotel, Av. Alvear 1891 ; Claridge Restaurant, Tucumán 535 ; London Grill, Reconquista 455 ; Mariwal, Tucumán 738 ; Hotel Continental, Maipu corner Diagonal Norte ; Comega Club (Lunch and Tea) Corrientes 222, 19th floor ; Pedemonte, Rivadavia 619 ; Lo Prete, Luis S. Peña 749 ; Hotel Español, Av. de Mayo 1202 (Spanish) ; Gral. San Martín, Av. de Mayo 860 ; Typical Argentine Restaurants : La Cabaña, Entre Rios 836 ; La Estancia, Entre Rios 746 ; Corrientes 11, Av. Corrientes 131 ; El Tropezón, Callao 248.

Tea Rooms and Bars : Ideal, Suipacha 384 ; Richmond, Florida 468 ; Boston Bar, Florida 146 ; The Copper Kettle, Lavalle 764 ; Paris, Charcas and Libertad ; Del Molino, Callao and Rivadavia ; Rex, Corrientes 847 ; Aguila, Callao 1126.

Night Clubs : Ta-ba-ris, Av. Corrientes 829 ; Embassy, Charcas 629 ; Gong, Córdoba 630 ; King's Club, Córdoba 937 ; La Coupole, Córdoba 645.

Cinemas : There are over 200 cinemas, some of them luxurious. Films chiefly of United States and European origin are shown, although the national industry is very important and is producing good pictures.

The Markets : The cattle auctions are among the sights of this City and may be seen at Messrs. Bullrich & Co., Avda. Libertador General San Martín ; Mercado

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General de Hacienda, in Avellaneda, for sheep and horses ; Mercado de Liniers, in Liniers, for cows and pigs ; Mercado Municipal at Mataderos, slaughtering and market place ; Mercado Central de Frutos, in Avellaneda, central market for wool and hides.

The wholesale fish market is in Calle Algarrobo 1053 (Barracas).

The largest vegetable market is the Mercado de Abasto, Calle Corrientes 3247.

Clubs and Social Centres : Del Progreso, Sarmiento 1334 ; Circulo Militar, Florida 770 ; Centro Naval, Florida and Córdoba ; Circulo de la Prensa, Rodriguez Peña 80 ; English, 25 de Mayo 586 ; Strangers, " Club de Residentes Extranjeros " (founded in 1841, and so the oldest in South America), Bartolomé Mitre 430 ; American, Viamonte 1133 ; French, R. Peña 1832 ; Spanish, B. de Irigoyen 172 ; Uruguayan, Tucuman 844 ; Automovil Club, Av. Libertador General San Martín 2750 ; Gimnasia and Esgrima, Bme. Mitre 1154 ; Rotary Club, Bme. Mitre 559. International " SKAL " Club, Viamonte 867.

Games Clubs : Tennis, football, rugby, hockey, and basketball clubs are numerous, for these games are played by all nationalities. Cricket is played by the British community and baseball by the American. Hurling is also played by the Irish-Argentines. Polo is also practised and a very high standard of the game is played. The Tigre Boat Club, founded in 1888, is the only British Rowing club in the country. It is open to visitors to the country, of British or U.S.A. nationality, for a limited period on payment of a small fee.

The leading GOLF CLUBS are the Hurlingham, Ranelagh, Ituzaingo, Lomas, San Andrés, San Isidro, Saenz Peña, Olivos, Jockey, and Hindu Country Club.

The HURLINGHAM CLUB is the most up-to-date and it compares favourably with any athletic club in the world. Provision is made for almost every kind of sport in its grounds. Polo is played there from May to September inclusive.

Freemasonry : Information about the Masonic lodges in Argentina and neighbouring countries is obtainable from the District Grand Secretary of the Southern Division of South America, Moreno 452. There are 26 craft lodges in this District, of which " Excelsior " No. 617, founded in 1854, is the oldest.

Useful Addresses—

ARGENTINE ASSOCIATION OF ENGLISH CULTURE, Charcas 556.
AMERICAN CLUB, Viamonte 1133, facing Colón Theatre.
AMERICAN LEGION SPENCER ELY POST, Viamonte 1133.
AMERICAN SOCIETY OF THE RIVER PLATE, Viamonte 1133.
AMERICAN WOMEN'S CLUB, Paraguay 755.
BRITISH CHAMBER OF COMMERCE, Calle Bartolomé Mitre 441 (6 Piso).
BRITISH CONSULATE GENERAL (Passports, etc.), Sarmiento 443.
BRITISH COMMUNITY COUNCIL, Florida 365.
BRITISH COUNCIL, Lavalle 190.
BRITISH EMBASSY OFFICES, Reconquista 314.
BRITISH EMBASSY HOUSE RESIDENCE, Gelly y Obes 2301.
BRITISH HOSPITAL, Perdriel 74.
CANADIAN LEGATION, Bartolomé Mitre 478.
CANADIAN TRADE COMMISSIONER, B. Mitre 478.
CENTRE OF BRITISH ENGINEERING & TRANSPORT INSTITUTE, Bme. Mitre 441.
ENGLISH CLUB, 25 de Mayo 586.
ROYAL MAIL LINES, Edificio Britanico, Reconquista Corner Sarmiento.
ROYAL SOCIETY OF ST. GEORGE, 333 San Martin.
SALVATION ARMY, Rivadavia 3255.
ST. ANDREW'S SOCIETY, Peru 352.
UNION OF SOUTH AFRICA CONSULATE GENERAL, Bme. Libertad 1336.
U.S.A. CHAMBER OF COMMERCE, Roque Saenz Peña 567.
U.S. CONSULATE GENERAL, Roque Saenz Peña 567.
U.S. EMBASSY, Av. Libertador General San Martin 3502 (Residence). Embassy offices at Av. Roque Saenz Peña 567.
Y.M.C.A. (Central), Reconquista 439.
Y.W.C.A., Tucumán 844.

Cables : The Western Telegraph Company, Ltd. (British), Electra House, Calle San Martín, 335.

All America Cables & Radio, Inc., Calle Sarmiento, 500. Branch Offices : Av. de Mayo, 1370, Hotel Plaza, Calle Peru 606.

Banks : BANK OF LONDON & SOUTH AMERICA, LTD. Principal Branch, Calle Bartolomé Mitre 389-399. Sub-branches : Almagro, Calle Rivadavia 4,100 : Callao, Avenida Callao, 273 ; Avenida Nueve de Julio, Hipolito Yrigoyen, 1000 : Santa Fé, Avenida Santa Fé, 2,002 ; Barracas, Avenida Montes de Oca, 701 and Aristobulo del Valle, 1,702-40 ; Boca, Calle Almirante Brown, 1,000 ; Lavalle, Calle Lavalle, 985 ; La Paternal, Avenida San Martín, 2,202-10 ; Once, Calle Pueyrredón, 127-131.

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PRINCIPAL PUBLIC BUILDINGS.

Government House, on the east side of the Plaza Mayo and called because of its pink colour "La Casa Rosada," is the official residence of the President and headquarters of several Government departments. It is notable for its statuary, the rich furnishing of its halls, and for its libraries. It was severely damaged by bombing from Naval aircraft during the unsuccessful revolution of 16.6.55, but was quickly repaired.

The Cabildo on the west side of the same Plaza, formerly a seat of government used by the councillors of the Viceroy, was erected in 1711 but has been rebuilt several times. Its original structure, fittings and furniture were replaced in 1940 and it was declared a national monument. See under "Museums."

The Old Congress Hall on the south of the Square, built 1863, is now a National Monument. It has been encircled and built over by a palatial official bank building.

The Congress Hall (Palacio del Congreso) to the south-west and at the end of Avenida de Mayo, of great size and in Greco-Roman architecture, is the seat of the legislature. It contains the Senate and the Chamber of Deputies. Limited accommodation for the public is available for the sittings of either. The normal Parliamentary session, May 1 to September 30, is often prolonged for extraordinary sessions.

Teatro Colon, one of the world's great opera houses, has its own National Symphony Orchestra, opera and ballet companies. The cultural life of the capital centres around the Colón Theatre, the National Museum of Fine Arts, and the University of Buenos Aires. The Colón Theatre overlooks Avenida 9 de Julio, with its main entrance on Talcahuano, between Tucumán and Viamonte. Like a huge jewel box, the Colón's interior is resplendent with red plush and gilt; its vast stage is almost a block long. Salons, dressing rooms and banquet halls are equally sumptuous. Any performance is impressive, but a gala function offers a spectacle of unsurpassed brilliance.

The main entrance to the Law Courts faces Calle Talcahuano 550. There are four large central buildings, some 130 ft. in height, built in Neo-Greek style.

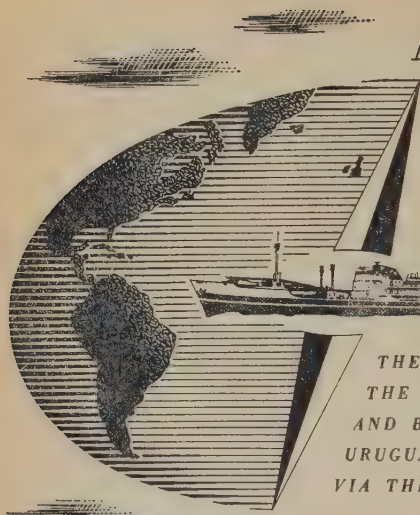
The Mint (Casa de Moneda) in Avenida Wilson, New Port District, was opened in 1881 but at an old building in Calle Defensa.

The Banco Central, Calle Reconquista 258, is the seat of the gold reserve and of the Board which controls and issues the paper currency.

The Bolsa de Comercio, a handsome building in Calle 25 de Mayo, corner Sarmiento, is the meeting place of Buenos Aires brokers. It is at once a stock exchange, a grain market, a foreign exchange, and a general produce market. There is a very large membership. A new Stock Exchange was opened in 1929.

Banco de la Nacion, the most important National banking institution, occupies a whole square. It is situated in front of Plaza de Mayo and is the most modern and sumptuous building devoted to banking, perhaps without parallel in the world.

Ministry of the Army, Azopardo 250.
Ministry of the Interior, Government House.
Ministry of Education & Justice, Córdoba 831.
Ministry of Marine, F. Madero & Cangallo.
Ministry of Finance, facing Government House, H. Yrigoyen, 250.
Ministry of Agriculture & Livestock, Avda. Paseo Colon 974.
Ministry of Foreign Affairs & Worship, San Martín Palace, Arenales 761.
Ministry of Public Works, Av. 9 de Julio 1925.
Ministry of Commerce & Industry, Cangallo 524.
Ministry of Labour and Social Welfare, Peru 160.
Ministry of Aeronautics, Juncal 1116.
Ministry of Public Health and Social Affairs, Av. Paseo Colón 367.
Ministry of Transport, Maipu 1302.
Ministry of Communications, Sarmiento corner Avda. L. N. Alem.
Institute for Promotion of Commercial Interchange (I.A.P.I.), Cangallo 524.
Municipality of the City of Buenos Aires, Avda. de Mayo 525, facing Plaza de Mayo. Is the seat of the Lord Mayor of the City.
Central Police Station, Moreno 1550.
State Railways Building, Avda. Maipu 4. (In the new Port District).
Central Custom House, Azopardo 350.
Obras Sanitarias de la Nacion (Sanitary & Water Works), Charcas 1840.



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CHURCHES.

Note : The irreparable damage to some of the Churches listed below was caused by Peronista hooligans on the night of June 16, 1955.

The CATHEDRAL on the N of Plaza de Mayo is flanked by the former residence of the Archbishop. On this site was built the first church in Buenos Aires, a building which was under repair in 1618. After reconstruction in 1677 the edifice collapsed in 1753 and the rebuilding was not completed until 1804. One of the two towers and domes was subsequently removed, so that the architectural proportions have suffered. A frieze upon the Greek façade represents Joseph and his brethren. The tomb (1878) of The Liberator General José de San Martín, is imposing. It is guarded always by soldiers in the red and blue uniform of San Martín's Grenadiers. There are large and elegant marble carvings and in the central nave mural paintings of interest. Some destruction took place. The valuable collection of precious vestments dating from the earliest part of the colonial epoch was completely burnt, and the contents of the vestry set on fire. The Archbishop's Palace (Curia) was set on fire and has been demolished. The invaluable library, containing historical records of the River Plate since 1600, was destroyed.

The CHURCH OF SAN IGNACIO DE LOYOLA, at Calles Alsina and Bolívar, founded in 1710, is the oldest Colonial building in Buenos Aires. It has two lofty towers. All the religious ornaments were smashed beyond repair. The vestry and adjoining dependencies were reduced to cinders. The SAN FRANCISCO, Calles Alsina and Defensa, controlled by the Franciscan Order, was inaugurated in 1754 and given a new facade in 1808. Completely gutted, all treasures burnt. The adjoining Chapel of San Roque (1750) was reduced to cinders. LA MERCED, Calles Cangallo and Reconquista, was founded 1604 and rebuilt 1732. One of the altars has a seated figure of the Lord of Humility and Patience carved in wood during the 18th century by an Indian at Misiones. The basilica escaped destruction but the vicarage library and all the adjoining dependencies with their valuable colonial ornaments were smashed and burned.

The SANTO DOMINGO, Calles Defensa and Belgrano, was founded in 1756. During the British attack on Buenos Aires in 1806, some of Whitelocke's soldiers took refuge in the Church. The local forces shelled it (some of the hits can still be seen on one of the towers) ; the British capitulated and their regimental colours were captured and are still preserved at the church. On the night of June 16, 1955, Peronista hooligans fired the building ; the flags were saved but all but one chapel was destroyed. The adjoining Convent and the Salon Belgraniano (with many relics of General Belgrano and much Colonial furniture) were completely burnt.

ST. MICHAEL : This fine church, which contained most valuable treasures dating from 1751, was set on fire and all the ornaments smashed. The vestry, library, archives, etc., were all gutted.

EL PILAR, Calle Junin 1904, is attended by Porteño Society ; it dates from the end of the 18th century. The HOLY CROSS, Calle Estados Unidos 3150, established by the Passionists, a modern Gothic building in granite, is a monument to Irish piety.

ST. JOHN'S PRO-CATHEDRAL, 25 de Mayo 282, is Anglican, built one-half at the expense of the British Government and dedicated in 1831. ST. PAUL'S, ST. PETER'S and ST. SAVIOUR'S are Anglican places of worship in the suburbs.

ST. ANDREW'S, Calle Belgrano 579, is one of the 8 Scottish Presbyterian churches.

The AMERICAN CHURCH, Calle Corrientes 718, is Methodist Episcopal, and the first of its kind to be established in South America. The present edifice was built 1863.

CHRISTIAN SCIENCE : First Church of Christ, Scientist, Ayacucho 349 ; Second Church of Christ, Scientist, Sargento Cabral 841-7 ; Christian Science Society, Chacabuco, 863.

The CEMETERY OF RECOLETA, near Palermo Park, is one of the sights of Buenos Aires. "A Doric portico gives on to the main, paved, cypress-lined avenue of a little city of the dead. At the end of the avenue there is a great bronze statue of the resurrected Saviour ; on either side, hard up against each other, like houses in a street, there are the family vaults of the Argentine patricians. Every possible style of architecture is represented ; there are little pyramids, little banks, little war memorials ; sometimes you can see a coffin through a side door : other vaults are arranged like sets of pigeon holes, with the coffins slipped in, their ends either visible, or concealed by a hinged votive tablet." G. S. Fraser, in *News from Latin America.*

MUSEUMS, LIBRARIES, ARTS, EXHIBITIONS, ETC.

MUSEO DE BELLAS ARTES (National Gallery), Avenida Libertador Gral. San Martin 1473. In addition to modern Argentine, American and European works, there are paintings attributed rightly or wrongly to old masters ; paintings representing the conquest of Mexico, executed three or four hundred years ago, and

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wooden carvings from the Argentine inland territory. The National Museum of the Decorative Arts is at Av. Libertador Gral. San Martín 1902.

Biblioteca Nacional (The National Library). Calle Mexico 566, founded in 1810, has occupied its present site since 1902. About 500,000 volumes and 10,000 manuscripts are catalogued.

Museo Historico Nacional (The National Historical Museum). Defensa 1600. It has 6 salons and a gallery. Trophies and mementoes of historical events are displayed in large numbers. Here are San Martín's uniforms, a replica of his famous curved sabre, and the original furniture and door, transported from France, of the house in which he died at Boulogne.

Museo Mitre y Biblioteca (The Mitre Museum and Library). San Martín 336, preserves intact the household of General Bartolomé Mitre. The manuscripts, documents and printed works are of great value and constitute a unique record of Argentine political development.

Museo de Ciencias Naturales (The Natural Science Museum) at Avenida Angel Gallardo 450; facing Parque Centenario. It houses palaeontological, zoological, mineralogical, botanical, archaeological and marine sections.

Museo Municipal (The Municipal Museum), Quinta Saavedra, Av. Gral. Paz & Republiquetas. It contains coins, utensils hammered from precious metals, old watches, fans, hair-combs, furniture, and pictures.

Museo Colonial e Historico (The Colonial and Historical Museum) at Lujan (41 miles west of Buenos Aires on the Sarmiento Railway) is housed in the old Cabildo building. Its exhibits illustrate the historical and political development of the country. One of the most interesting museums. Can be visited daily, except Mondays.

Museo de Cabildo y Revolucion de Mayo (Cabildo and May 1810 Revolution Museum), Bolivar 65. Housed in the old Cabildo building which was converted into a museum in 1940, it contains paintings, documents, furniture, etc., recording the epic of May 1810 revolution.

Museo de Historia Natural La Plata (Natural History Museum of the University of La Plata,) La Plata city, on the Roca Railway. World famous museum for its important collections of historical value.

Museo de Arte Hispano-Americana "Isaac Fernandez Blanco," (the Isaac Fernandez Museum of Hispanic-American Art), Suipacha 1422. Contains a most interesting and valuable collection of art pertaining to the Colonial epoch.

Art Galleries :

Wildenstein, Florida 914.	Müller, Florida 946.
Witcomb, Florida 760.	Kraft, Florida 681.
Van Riel, Florida 659.	Velázquez, Maipú 932.

Parks and Squares :—

The Parque Lezama, Calles Defensa and Brazil, one of the most beautiful in the city, has old trees, shady paths, rose gardens, terraces, and a bandstand.

The Municipal Botanical Gardens, Sta. Fé 3951, give upon the Plaza Italia and contain characteristic specimens of the vegetation of the world. The trees proper to the several provinces of Argentina are brought together in one section.

The Palermo Parks with their magnificent avenues is the City's Bois de Boulogne. It is famous for its rose garden, Andalusian Patio, and the Hipódromo Argentino, with its internationally-known Palermo racetrack. Opposite the park are the Botanical and Zoological Gardens. Nearby are the Municipal Golf Club, Buenos Aires Lawn Tennis Club, riding clubs and trails and polo field, and the popular Club of Gimnasia y Esgrima (Athletic and Fencing Club), given over to all types of sports.

The Show Grounds of the Argentine Rural Society, usually held on a site adjoining Palermo Park, are the scene of the great May and July exhibitions of livestock, agricultural produce and implements. The show ground is regarded as the finest in the world.

The Annual Livestock Exhibition, usually held in July in Palermo Park, is the principal agricultural show of the year, an occasion upon which the finest Argentine specimens of pedigree cattle, horses, sheep, and pigs can be seen.

The Racecourse or Hipódromo Argentino, in Palermo Park, seats about 45,000. There is an equally large and modern racecourse (one of the best of its kind) with grass track at San Isidro, 25 minutes by train or motor-car. The meetings alternate with those at Palermo. There are Saturday and Sunday races throughout the year, and upon all holidays other than May 25 and July 9. Betting is by totalisator only.

The racecourse at La Plata is run on similar lines, with Saturday or Sunday afternoon and holiday meetings. Special trains run from Plaza Constitución Station.

There are many other important and large Parks, such as 3 de Febrero, Centenario, Saavedra, Avellaneda, Retiro, Chacabuco, etc., which are beautifully laid out.

The Open-Air Baths (Balneario Municipal) on the river front between Calles Belgrano-Brasil have, in addition to other appointments, an open-air theatre, gardens

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and public music. The drive along the Balneario river front runs the whole length of the sea wall. Here, a new and extensive municipal playground has been built, artistically landscaped and elaborately equipped with swimming pools, fishing piers, restaurants and entertainment features in general. This new vast park and aquatic playground is designed to accommodate 100,000 bathers as well as yachts and hydroplanes. The bathing season is from December to March inclusive.

The Plazas of principal interest include the Plaza de Mayo, containing so many public buildings : the Plaza San Martín, with a monument to its titular hero in the centre ; the Plaza Británica, with the clock tower presented by British and Anglo-Argentine residents : the Plaza Lavalle ; the Plaza del Congreso, the largest in the city ; the Plaza Rodriguez Peña, with its statue to the Chilean General O'Higgins ; the Plaza Italia, with its Garibaldi statue ; the Plaza Miserere, outside the Sarmiento Railway terminus ; the Plaza Constitución, with the Roca Railway terminus Station. There are also the Plazas Independencia, Libertad, Francia, Moreno, Las Heras Alvear, Colón, and the new Plaza de la República, with 220 ft. Obelisk at the junction between the Northern Diagonal and the widened Avenida Corrientes.

Suburbs of Buenos Aires.

Avellaneda (formerly Barracas al Sud) a separate municipality of about 104,348 inhabitants. It is perhaps the most important industrial centre in the whole country ; the handling of hides, wool and animal produce is concentrated here. It is 3 miles from P. Constitución station and is also served by trams and buses, which cross the Riachuelo river.

Belgrano, about 15 minutes by train and 25 by tram, is a suburb of modern houses and a favourite resort of British and American residents. There are cricket and tennis clubs, a golf course, English high schools, the American Community School, and churches. The Calle Cabildo is a famous business street.

Hurlingham, on the San Martín railway, about 45 minutes' journey (17 miles), has a fine club run on English lines, perhaps the best in the country. The principal sports are polo, cricket, golf, and tennis. Many of the residents are British, and there is an English school for girls. Population : 6,631.

Lomas, 9 miles away on the General Roca Railway, is accessible also by bus and adjoins Banfield. Athletic Clubs, English schools for boys and girls, and church. The district population is about 147,000. There is a large British community, for it is a popular residential place.

Olivos, twenty minutes' ride on the Bartolome Mitre Railway, on the River Plate coast, is a favourite residential district offering bathing, fishing, yachting, golf, and athletic sports. It has quays for small trading vessels and many American residents. Population, 37,200.

Quilmes, a very important industrial centre, particularly for beer, textiles, rayon, ironware and glass. It has one of the largest breweries in the world. The population is 65,640. It has many British residents, and English high schools for boys and girls. It has an excellent bathing station (but too crowded on Sundays), and is a most pleasant summer resort. It is served by the Roca Railway, trams and buses.

The naturalist, W. H. Hudson (1841-1922) was born at Florencia Varela, near Quilmes. His birthplace is now a museum recording his life and work.

Ranelagh, on the General Roca railway, another purely residential district patronised by the British and Americans, is 15 minutes by train from Quilmes. It has one of the best golf courses in the country.

San Isidro, on the Bartolome Mitre Railway and just beyond Olivos on the River Plate, is a resort for golf, yachting, swimming, and

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athletics, and one of the most picturesque places on the coast. There is a magnificent turf racecourse, a branch of the Palermo course at Buenos Aires. It has an attractive central plaza and fine colonial buildings. Population, 25,960.

Temperley, important junction on General Roca Railway, 11 miles from Plaza Constitución, is also served by trams and buses. It adjoins Lomas, has fine country houses, and many British residents. Population, about 50,000.

Tigre, on Bartolome Mitre Railway, amidst rivers and streams, is about 18 miles (35 minutes) from Buenos Aires. A beauty spot with yachting, rowing, and other clubs, it is one of the most delightful and accessible of resorts. Regattas are held in November and March upon the River Lujan. There are numerous "Recreos" and restaurants on the river front, but sleeping accommodation is very poor. Inland from Tigre is the region known as the Delta of the Paraná, cut up by innumerable canals and rivulets, a profitable fruit growing centre and an attraction for holiday makers. The fishing is excellent, the scenery good, and there is peace on the waterways beyond where the crowds of visitors congregate. Population : 23,680.

The Naval Museum is worth a visit. It contains models, old and new, navigation instruments, flags and banners and paintings of naval battles. The Reconquista Museum was opened on Aug. 12, 1956, on the 150th anniversary of the reconquest of Buenos Aires from the British.

There is one town which belongs to Argentina as a whole rather than to any province or area, though it is actually in the province of Buenos Aires and only 44 miles west of the capital by Sarmiento railway or by road. This is:—

Luján, a place of pilgrimage for all devout Catholics in Argentina. An image of the Virgin was being taken from church to church in the area in 1630 by ox cart. At a certain spot the cart got stuck, in spite of strenuous efforts by men and oxen to move it. This was taken as a sign that the Virgin willed she should stay there. A chapel was built for the image, and around it grew Lujan. The chapel has long since been superseded by a magnificent Gothic basilica and the Virgin now stands on the High Altar. May 21 is her day. Each arch of the church is dedicated to an Argentine province, and two of the transepts to Uruguay and Paraguay.

The old Cabildo now contains the Colonial and Historical Museum of the Province of Buenos Aires. General Beresford, the leader of an unsuccessful British attack on Buenos Aires, was a prisoner here, and so, in later days, were Generals Mitre, Paz, and Belgrano. The river Luján is picturesque at this point, and is a favourite spot for picnic parties. Population : 19,500.

Hotels : España, La Paz. There are numerous Restaurants.

Other Towns in the Pampas.

There are dozens of small, prosperous towns in the pampas—clearing stations for the cattle and grain in their ambit and the supply centres of the rural population, which is much denser in the Humid Pampa than elsewhere in Argentina. Each little town is like a ship at sea in the great flat spaces, and is a landmark from a great

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distance. They are built in the Spanish style around a central plaza which usually contains the church, the administrative offices of the area, and the hotels. There is always, inevitably, a railway station, one or more cinemas, a market, and quite often a near-by aerodrome.

Only the larger towns and the playgrounds of the huge population of Buenos Aires will be dealt with here.

La Plata, capital of B. Aires Province, is on the shore of the river Plate and only 35 miles south of Buenos Aires. It can be reached by the Roca railway or by a paved road. It is the capital of the Province of Buenos Aires, with a population of about 341,900 and is essentially a modern city, for it was not founded until 1882. The streets and diagonals are wide and there are imposing public buildings. It has most successfully fused its dual role of great port and cultural centre. Its port, one of the best in the Republic, is accessible to ships of the largest tonnage and makes it a main outlet for the produce of the pampas. Its major industrial interest is in refrigerated meat products and the Y.P.F. (government owned) petroleum distillery ; a 45-mile pipeline runs from the distillery to the South Dock at Buenos Aires. It is also the seat of the archbishopric ; its university colleges and secondary schools and technical schools for women are famed throughout Argentina. Its Museum of Natural History is one of the best in the world and has several unique exhibits. Here also is the Provincial Museum of Fine Arts.

Points of Interest : The Museum at La Plata, which is famous for its collection of extinct animals, is open daily, except on public holidays. Its treasures are largely ethnological and include human skulls, mummies, and prehistoric implements used by man. There are zoological, botanical, geological, mineralogical, palæontological and archæological sections with cases interesting both to the curious and the scientific. Well laid-out Zoological Gardens ; fine racecourse, run under similar rules as the Palermo course, and Observatory. The Museum, Zoological Gardens, and Observatory are all in the public park. The Town Hall and Cathedral are in the Plaza Moreno. Ten minutes in the train takes one to the picturesque Islas de Rio Santiago and to the Yacht Club, Arsenal, and Naval Academy.

Hotels : American Bar, City, Marini.
Cables : Western Telegraph Co., Ltd. Agent : Puleston & Co., Calle 49, No. 732.

Buenos Aires to Mar del Plata : Along the same shore, on the Atlantic coast 248 miles south of the capital, lies Mar del Plata, the fashionable Argentine seaside resort. There are Roca line trains that run from Constitución Station ; there are also various bus lines from the city of Buenos Aires ; or it can be reached by air. The train route south goes through the suburbs of Avellaneda, Banfield and Temperley, and reaches (70 miles) the town of :—

Chascomus, on the shores of Lake Chascomus, in a wide plain. The large lake covers 3,000 hectares and increases greatly in size during the rains. Its slightly brackish water is an important breeding place for pejerrey fish ; up to 1,000 kilos have been caught in one day during the winter season, when amateur fishing competitions are held. There is a Regatta Club and bathing beaches and camping grounds at Monte Brown, on the far side of the lake.

Hotels : San Martín, Riviera, Americano, Colón, Del Lago.

Dolores, 127 miles from Buenos Aires, has a district population of 25,000 ; it was founded in 1818, destroyed by Indians three years



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later, and rebuilt. This agricultural and pastoral cattle farming centre is the seat of the Southern Tribunal Department of the Province of Buenos Aires, with its own Law Courts, High Schools and National College.

Mar del Plata is reached in six hours by train and in 10 hours by Pullman bus services from the capital. The normal population is 150,000, but during the summer months well over a million visitors come to the place, for it is a popular seaside resort with all classes. There are luxurious hotels as well as moderate, comfortable ones and a host of pension houses and lodgings. The season is from November to Easter ; during January and February leaders in most spheres of Argentine life make Mar del Plata their temporary home.

There are fine Plazas, especially Plaza Luro, planted with trees and flowers. There are five miles of beaches. At one of them, Punta Iglesias, a great white stone amongst the rocks has been chiselled into the head of Florentino Ameghino, the paleaontologist who collected most of the fossils in the museum at La Plata. On other beaches are the municipal swimming pool, the pier of the Fishing Club, a Yacht Club, a Golf Club, the Club Nautico, and the port. The wooded Parque Camet, owned by the Club Mar del Plata but open to the public, is five miles to the north.

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There is good, rolling country outside the town. To the north (21 miles) is a lagoon—the Mar Chiquita—joined to the sea by a narrow channel. There is good fishing, yachting, boating and bathing here. Picturesque spots to the north-west are (12 miles) Laguna de los Padres, and (20 miles beyond) the Laguna la Brava, at the foot of the Balcarce hills. In these hills is the resort of **Balcarce,** 48 miles from Mar del Plata, a centre for hill visits to La Brava, above Ruca-Lauguen, and the Cinco Cerros, five hills most strangely shaped. Beyond Balcarce a road runs to Tandil, which is also reached from Mar del Plata (158 miles) by a railway.

From Mar del Plata, along the rocky sea-front to the south, there is a road (33 miles) to :—

Miramar, a summer bathing town also reached by Roca railway from Buenos Aires (11 hours). The cliffs backing the beach are higher than at Mar del Plata, and the surrounding hills more picturesque. It is a good deal less expensive to stay at than Mar del Plata. There is a fine golf course at Hotel Golf Roca ex Dormy House, and a Casino for roulette, etc. Nine miles by road or railway to the south, set amongst dunes and great rocks, is Mar del Sud, (*Atlantic Hotel*) with good fishing in a lagoon and excellent bathing on the beach. Miramar is on the Atlantic coast.

Hotels : Atlantico, Playa, Gran Rex, Royal, Palace, Ideal.

About 53 miles further by road along the shore to the south-west is another famous bathing resort :—

Necochea, reached directly from Buenos Aires, 310 miles, by Roca Railway in 12½ hours. It stands next to Mar del Plata in repute as a bathing resort ; the beach is over 15 miles long. The surroundings are picturesque. Visits can be paid to the Paseo del Puente, the Cascada, or waterfalls 10 miles up the Rio Quequen Grande, Los Manantiales, and the Laguna de los Padres. Grain is exported

from the port. Urban population : 20,000. It is estimated that about 100,000 tourists visit the place during the season, for the beach is one of the best in the country.

Hotels : San Miguel ; Trocadero.

About 2 miles across the mouth of the river from Necochea is :—

Quequen, with an excellent beach, good bathing, and pleasant scenery. The channel to the port has to be dredged daily to maintain enough depth for vessels.

Hotels : Quequen, Faro, Costa Azul.

Over 200 miles south-westwards from Necochea, along the coast, is the port of Bahía Blanca, best reached by sea or by rail or by paved road direct from Buenos Aires.

Buenos Aires to Bahia Blanca : The shortest of several possible routes is by way of Las Flores, Azul, Olavarria and Coronel Pringles. This route is 397 miles long and takes 11 hours.

Azul, 178 miles from the capital, is an important cattle centre, with good shooting in the valley of the Azul river, which runs through picturesque sierras. Population : 30,000.

Hotels : Gran Hotel Azul, Argentino, Roma, Torino.
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Coronel Pringles, also on the Rosario-Puerto Belgrano line, is 304 miles from Buenos Aires and 135 miles north of Bahia Blanca. This flourishing agricultural town of 12,700 people is at an altitude of 900 feet. The line ascends to 1,060 feet at Peralta before dropping to sea-level at Bahia Blanca.

Another route from Buenos Aires to Bahia Blanca which is 38 miles longer than the one just given, branches off southwards at Las Flores and runs through Tandil and Tres Arroyos.

Tandil, 205 miles (6 hours) from Buenos Aires, is at the northern edge of the Sierra del Tandil, a ridge of hills which runs westwards from the sea into the flat pampa for 150 miles. Built on hills and set amongst hills, it is a quiet, pleasant health and pleasure resort with fine views of sierra scenery. The air is splendidly clear and refreshing ; there could be no better place for those who have wearied of the monotony of the plains. Granite is quarried near-by. The population is 39,000. District population : 67,000.

From the Plaza Moreno an avenue leads to the foot of a hill ; here is an arch erected by Italians. Beyond, in Parque Independencía, stairs lead to a terrace above which stands a statue of General Martín Rodriguez, who took an active part in the wars against the Indians. There is a wide and splendid view from the top of the hill.

A mile west of Tandil stood the famous balancing stone called the Piedra Movediza ; it fell of its own accord in 1912. Whilst it stood the huge mass of granite was so exquisitely balanced that light puffs of wind would set it swaying. Indians in the last century believed the stone would fall as a sign of God's approbation if white men were driven out of the country. General Rosas ordered the stone to be pulled down, but a number of men hauling away with oxen teams failed to dislodge it. A somewhat similar phenomenon, the Sentinel Stone, can still be seen on top of the Cerro Americo Rossi.

Hotels : Palace, Roma, Continental, Eden, California, Manantial.

Tres Arroyos, 110 miles south of Tandil, gets its name from the fact that it is encircled by three streams. Population : 32,000. The town is the centre of an important agricultural and livestock district. Wheat is the great crop here, as it is along a wide belt of land from Vina del Mar to Bahia Blanca. Tres Arroyos is about 40 miles from the sea.

Hotels : City, Paris, Plaza, Tres Arroyos.

Bahia Blanca, with a population of 110,000, is the most important city south of Buenos Aires. It stands at the head of a large bay where the river Naposta runs into it, and is the port for the southern pampas of Buenos Aires, La Pampa and Mendoza provinces stretching west to the foot of the Andes ; the region contains over a million people. Of the many railways converging on the city one runs west to the Chilean frontier ; it will be connected, later, to the Chilean railway system. One runs to Santa Rosa, the capital of La Pampa province, with a population of 14,000. There is a paved road to Buenos Aires (397 miles). The main export is grain, and the main imports petroleum, agricultural machinery, and lumber.

Bahia Blanca comprises the city itself, built back from the river front, and five ports at various distances from the city on the north bank of the Naposta. Arroya Pareja and the naval base of Puerto Belgrano are at the mouth of the estuary ; Puerto Ingeniero White is 14 miles inland, Puerto Galvan 2 miles beyond, and Cuatreros yet another 5 miles upstream.

The city has some fine modern buildings and two parks. In the Parque de Mayo are some lakes fed by the River Naposta and interesting statuary. There is a Zoological Garden in Parque Independencía, on the outskirts.

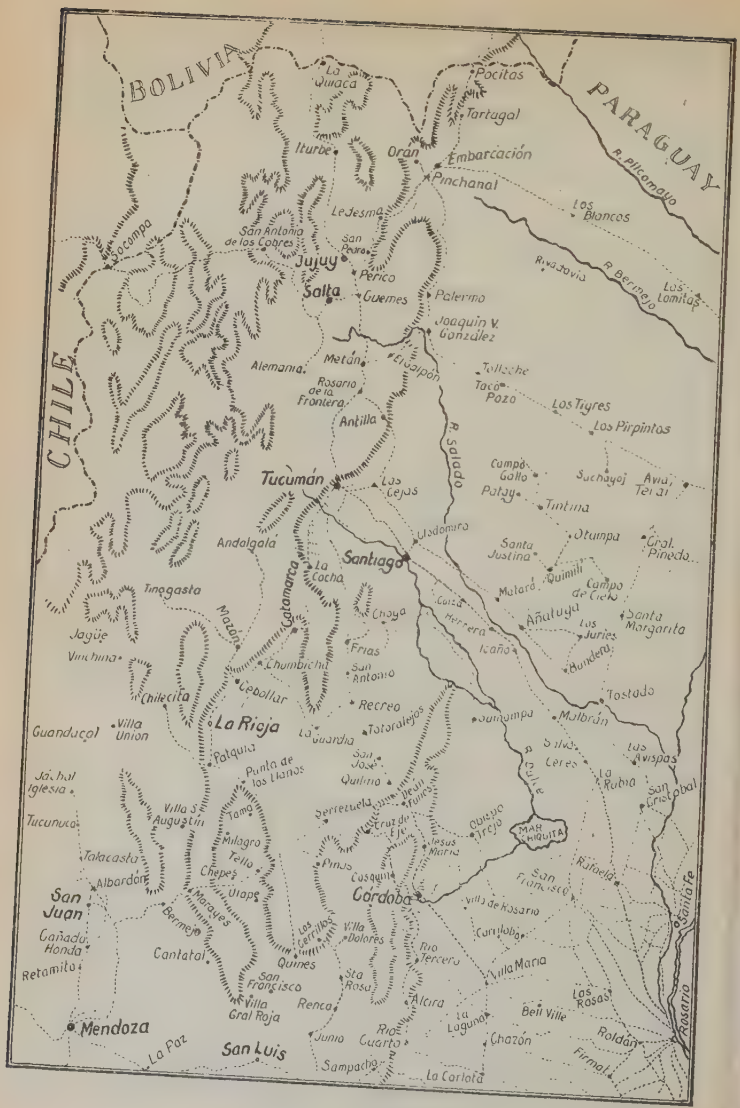
Some 60 miles to the north is the Sierra de la Ventana, a favourite area for excursions from Bahia Blanca. A small town in these hills—Sierra de la Ventana—is a good centre for exploring them. Tres Picos, rising bare and barren from the rich farmlands to 3,500 feet, is only four miles away.

Bahia Blanca Hotels : Central Muñiz, Atlantico, Italia, Suizo.
Bank of London and South America.
Cables : Western Telegraph Co., Ltd. Agent : R. C. Hill, O'Higgins 32. All America Cables & Radio. Agent : E. Burton, Calle Brown 43.

About 120 miles north of Bahia Blanca by rail through Saavedra is :—

Carhue, served by three railways, one of which, *via* Bolívar, runs to (312 miles) Buenos Aires. Three miles away is a sheet of water, Lake Epecuen, which covers over 60,000 acres and is so strongly mineralised that it is over twenty times saltier than the sea. No fish can live in it. These waters are very helpful for chronic rheumatism and skin diseases, and thousands of visitors bathe in them. There is a small coterie of smart hotels at the lake side, and a fort used during the 19th century in the wars against the Indians ; it is today a museum devoted to details of those wars. Population : 5,400.

Hotels at Lake Epecuen : Plage ; Del Lago ; Azul, Hispano Argentino ; Gran Parque.
Hotels at Carhue : España, Bristol, Marconi, Gloria.


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Guandacol
Villa Union
La Rioja
La Guardia
Totoralejos
Sunchumpa
Malbrán
Las Avispas
Patquia
San José
Punta de los Llanos
Quimilo
Las Ceres
La Rubia
San Cristobal
Jacal Iglesia
Villa de Augustin
Tama
Serrezuela
Cruz de Eje
Deseo Trejo
Mar Chiquita
Tucuman
Milagro
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Santa Fe
Cañada Honda
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Villa Maria
San Francisco
Sta Rosa
Villa Gral Roja
Renca
Alcira
Las Rosas
Mendoza
Junin
Cuarto
La Laguna
Bell Ville
Chazon
Roldan
Rosario
La Paz
San Luis
Sampacho
La Carlota
Firmat

About 21 miles north-east of Carhue, on the Ferrocarril Nacional General Roca, which runs to the capital, is

Guamini (*Hotels : La Aragonesa, Roma*), a small but pleasant summer hill resort of 3,000 inhabitants on the shore of Laguna del Monte. This lake is not as salty as Lake Epecuen ; the fishing of pejerrey is one of the attractions.

The North West.

The Provinces of Jujuy, Salta, Tucumán, Catamarca, La Rioja, San Juan, Mendoza, San Luis, and Córdoba. See the map of the Provinces, page 83, and the map of the North-western region, page 132.

If the reader will consult the first few pages of the chapter on Bolivia, he will find that the pattern of the land, from the crest of the Andes in the west to the river Paraguay in the east, consists of a high, dry Altiplano rising to a Puna cut into on its eastern face by rivers which flow into the Lowlands. This configuration of the land is carried southwards into all the north-western provinces of Argentina as far as Tucumán. But the altitudes in Argentina are not quite so great as in Bolivia, and the whole area not so large. Altiplano and Puna together are not more than 250 miles wide ; the former is about 11,000 and the latter about 13,000 feet above sea level. As in Bolivia, higher ranges stand out of the Puna ; in some cases they reach a height of over 19,000 feet. It is into the Chaco that the east running rivers born on the Puna flow ; their broad valleys, or *quebradas*, make access to the heights comparatively easy. Between the base of the Puna and the Chaco lie a series of Front Range hogback hills running roughly from north to south ; the lowlands between them are known in Argentina as the *valles*. As in Bolivia, the Puna is sparsely covered with shrubs, its eastern face and many of the Front Ranges are forested, though the scrub forest of the Chaco is also found in the " valles ". Tucumán is the southern boundary of this kind of land. North of Tucumán crops can be grown without irrigation (though there is irrigation where the soil is absorbent), but south of Tucumán the rainfall tapers off, and crops and fruit cannot be grown without irrigation. South of Tucumán is droughty land, with long north-south ranges of low hills such as the Sierras of Córdoba, set in plains which have salt flats and swamps in the depressions between them.

Settlement and Economy : The Incas were unable to push further south than Tucumán. It was along the Inca road that the Spaniards pressed south and founded a group of towns in the north-west : Santiago del Estero (the first) in 1551, Tucumán in 1565, Córdoba in 1573, Salta in 1582, La Rioja in 1591, and Jujuy in 1592. Mendoza (1561), San Juan (1562), and San Luis (1598), were all colonised by people who crossed the passes from Chile. All these colonies were hemmed in by the warlike tribes of the Pampas, and until the war of extermination in 1880 the route from Buenos Aires to Cordoba was often unsafe. The Indians raided frequently for cattle, which they drove south and over the Andes for sale in Chile.

Note: What is customary does not preclude the unusual: there were terrible frosts in Tucuman in 1955.

During the whole of the Colonial era the trade of the area was with Bolivia and Peru rather than with Buenos Aires, which was little more than a garrison and smuggling port, and trade was almost entirely in mules for the mining areas of the north. The mules were bred mainly in the plains between Rosario, Santa Fe, and Córdoba. These were driven annually, first to the irrigated pastures round Córdoba, Santiago del Estero and Tucumán, next to the irrigated "valles" round Salta, and finally into the town of Salta for the great fair in February and March at which they were traded for silver or for imports through Lima. At the end of the summer rains they were driven into the mountains and the Argentine muleteers trekked home. Salta traded in as many as 60,000 mules a year, and was the north-west's greatest commercial centre until the beginning of the nineteenth century. Salta is now of little importance. It is reduced to trading the maize and wheat of the "valles" for the wool and salt of the uplands. (It remains to be seen whether the new railway line between Salta and Altofagasta in Chile opened in 1948 will bring new prosperity to the town).

It is cattle, not mules, which are grazed in the "valles" of the Front Ranges to-day during the summer; during the dry winter they are driven into the mountains for fodder: an ancient case of transhumance. As in the pampa, alfalfa and maize are grown as feed and food crops; there is also some sugar. When population pressure upon food grows more intense, the small, scattered and isolated communities of the "valles" will be linked together and with the outside world by roads; they will then make an enormously greater contribution of food than they do to-day.

As it is, the sugar production (Tucumán, Jujuy and Salta) and the fruits of the Cuyo Provinces (Mendoza and San Juan) have temporarily eclipsed all other issues. These provinces are now in close relation with their internal and foreign markets. Tucumán was always important, for the two river routes of the Salado and the Dulce across the dry belt forced the mule traffic to pass through Tucumán on the way to Salta. The waggons and the harness of Tucumán were important for the trade. But Tucumán, unlike Salta, did not sink into insignificance with the ending of the mule trade: it was saved from that by the advent of sugar, for Tucumán is singularly well placed for the growing of cane. A little to the south, a little to the east, and frosts make cane impossible; frost would make cane impossible at Tucumán too if it were not for a happy chance. The Front Ranges come to an end north of Tucumán, so there is nothing to deflect the impact of the warm, wet winds from the east against the high Sierra de Aconquija to the west of the town. This has two effects: several streams rise in the Sierra (they join the Rio Dulce), and there is ample water for irrigation; more important still, the cloud banks close to the mountain prevent frost within an area of about 35 miles from its base. On the lower slopes of the mountain even irrigation is not necessary. Three-fifths of the land possible for cane is planted to cane, and the rest mostly to maize. When sugar growing got into its stride there was, naturally,

a great inflow of immigrants, but nearly all of them came from neighbouring towns and lands, and not from abroad. That is why Tucumán to-day is still different from the towns of the Humid Pampa.

Mendoza and the Vineyard Areas : South of Tucumán there is far less rain and nothing can be grown except under irrigation. On the irrigated lands grapes and fruits are possible, and alfalfa takes the place of the maize grown in the north. Three of the more important oases in this area of slight rainfall are Mendoza itself, with two rivers from the Andes : the Mendoza and the Tunuyan ; San Rafael, a 100 miles to the south, with two rivers, the Diamente and the Atuel ; and San Juan, whose oasis is fed by the Rio San Juan. The rivers do not flow far ; they run into swamps and are swallowed by the land.

Of the 15 million hectares in Mendoza Province, only 270,536 or (1.8 per cent.) are cultivated ; 40 per cent. to vine, 25.2 per cent. under alfalfa grown for cattle, and the rest under olive groves and nine-and-a-half million fruit trees : peaches, apples, pears, plums, quinces, apricots, and cherries. A flourishing new industry is the peppermint planting which appeared in 1939-40. In the other oases there is a little more alfalfa than there is vineyard or fruit orchard.

Individual owners do not always produce their own wine, as in France. Wine making is expensive, and the grapes are sold for pressing to central *bodegas*. Generally speaking, the wine cannot compare with imported French or even Chilean wines, but good types are produced when proper maturity is given.

" The rural landscape of the vineyard oases is distinctive," says Preston E. James in *Latin America*. " Always in the background are the naked, rocky slopes of the easternmost ranges which shut out the view of the higher peaks, such as Aconcagua. In the foreground on irrigated land are straight rows of vines, some festooned on trellises, some pruned low on wires, but all threaded with the little irrigation ditches. . . . Between the fields, and along the sides of the dusty roads are long rows of tall, slender poplars ; and here and there groups of houses are to be seen, low, one-story structures with whitewashed adobe walls and red-tiled roofs."

Mining in the North-West : Small quantities of various minerals are mined, and there is petroleum at Mendoza and Campo Durán, Salta. These are dealt with under " Mineral Wealth."

Main Towns of the North-West :

Córdoba and the resorts in the hills of Córdoba, and the towns to the north—Tucumán, Salta and Jujuy—will be dealt with first, followed later by the towns at the base of the Andes—Catamarca, La Rioja, San Juan, Mendoza and San Rafael.

From Buenos Aires to Córdoba : There are several roads and railways. A paved road runs *via* Pergamino, San Nicolas, San Rosario, and Bell Ville to Córdoba. The Mitre railway, also through Rosario, Bell Ville and Villa Maria, is 434 miles long, and takes about 10 hours. **Bell Ville,** 122 miles north-west of Rosario, was named after Robert Bell, one of a number of Englishmen who settled here and founded the town in the seventies. There is an

important experimental school of dairying and agriculture here. **Villa Maria,** 36 miles from Bell Ville, has a population of 34,000. It is a centre for grain, timber and dairy produce. In 1872, because of its central position, it was somewhat fantastically nominated by Congress as a suitable capital for Argentina.

Hotels : Palace, Colón, Internacional.

Another route, 522 miles long, runs through Pergamino, Venado Tuerto, and Rio Cuarto to Córdoba. **Pergamino,** 141 miles from Buenos Aires, is a considerable railway junction, with lines going to Junin, to Córdoba, to Rosario, and to San Nicolas. **Venado Tuerto,** 90 miles beyond Pergamino, is a pleasant country town of 14,000 population, with many large and well managed estancias near at hand. It has an excellent country club at which race meetings and tournaments are held twice a year. A 150 miles beyond is **Rio Cuarto,** a considerable agricultural centre with a population of 68,000. Lines branch north-east to Villa Maria, on the first route described to Córdoba, and south-west to Villa Mercedes, on the railway from Buenos Aires to Mendoza. The Municipalidad is a pleasant old building with an outlook tower. There is a golf club.

Almost due north, and 140 miles away, is Córdoba. The road to Córdoba passes over the containing wall of the great Río Tercero dam. The artificial lake behind the dam (13,590 acres) is a delightful tourist attraction.

Córdoba, capital of Córdoba Province and Argentina's second city in size, has 436,858 inhabitants ; it stands at an altitude of 1,440 feet, and is 432 miles from Buenos Aires. The district is renowned for its beauty and the city for its buildings, for Córdoba was founded as early as 1573, and still retains some of its colonial dwellings of the Jesuit period. Its university, founded in 1613, was the first in the country. Picturesque in itself, the town stands near sierras of exceptional beauty. By Mitre Railway it is about 11 hours from Buenos Aires, or 2½ hours by plane.

The older part of Córdoba lies to the south and west of the Rio Primero, which winds through the city ; the newer part, on higher ground, is called Alta Córdoba. The streets are on the chessboard pattern. The heart of the old town is Plaza San Martín (the Liberator's statue is there). On the western side is the ancient Cabildo : the Provincial Museum's natural history section is housed in the top floor. Next to it stands the Cathedral, built between 1698 and 1758. Four towers with spiral stairways end in cupolas. A high balustrade circles the roof of the building. The interior is dark and unsympathetic and spoilt by some poor painting.

On Calle Independencía, leading south from the Plaza San Martín, is the Church and Convent of Santa Teresa (beautiful doorway, 1770). An old colonial building, the Viceroy's House, is on Calle Rosario de Santa Fe, east of the central plaza ; it houses the Historical and Colonial Museum, a most interesting collection. North of Plaza San Martín, on Calle Rivadavia, is the Church of La Merced, whose old colonial pulpit is well worth seeing. The Church of La Compañia, on Plaza Sobremente, with a simple façade, dates from about 1670.

The Academy of Fine Arts, the theatre and the Olmos School are

near the Plaza Velez Sarsfield (there is a statue to this jurist who gave Argentina her civil code). A diagonal, Avenida Argentina, runs to the round Plaza Centenario, where the Museum of Fine Arts is housed in a pillared building. East from this plaza a street leads to the beautiful Parque Sarmiento, where there is a good Zoological Garden, an aquarium, a small waterfall, and excellent views of the many-towered town.

The astronomical observatory (at the south end of Calle General Artigas) gives Córdoba the same prestige in Argentina that Greenwich has in England.

The great San Roque dam defends the City from avalanches of water, regulates the flow of the Río Primero, provides drinking water and electrical power, feeds two large systems of irrigation, and forms a blue lake ringed by hills which has become a tourist resort.

Industries : The State Aeronautical and Mechanical Industries produce motor cars and aircraft.

Hotels : Bristol ; Castelar ; City ; Rivadavia ; Plaza.

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The Sierras of Córdoba, rising in rounded hills from the pampas, their lower slopes often clothed with trees, particularly in the south, and their tops flat, attract each year a large number of visitors from the towns. Córdoba itself is a good centre for exploring them, some by train, and most of them by road, though many visitors put up at the hotels—many of them very good hotels—at the dozen or so small towns dotted over the hills. The highest peak, Champaquí (8,450 feet) has a small lake on top. The hills run, roughly, for 300 miles from north to south, east of Córdoba they are 90 miles wide. There are three ranges of them : the Sierra Grande, the longest, in the middle, with Sierra Chica to the east of it and Sierra de Guisapampa and its continuation, the Sierra de Pocho to the west of it. Swimming, riding, walking, shooting and golf are the main recreations of a holiday in these hills. Many of the hotels hire out horses and cars for excursions. The travel agencies or the Dirección de Turismo de Córdoba, at R.S. Peña 640, Buenos Aires, or the Fomento Turismo Sierras de Córdoba (Calle San Jeronimo 38, Córdoba) will give all the information necessary for planning a visit. The irregular contour of the region gives a considerable choice of altitudes and of surroundings.

At the foot of the Sierra Chica are three large dams to contain the waters of Rio Primero, Rio Molinos, and Rio Tercero. There are two other large dams in the hills, at Cruz del Eje and La Vina. They provide power and irrigation for farms and orchards and are in themselves exceptionally beautiful. The Government keeps them stocked with fish. Sailing draws a number of visitors.

NOTE.—There are innumerable good hotels and pension houses in the Córdoba mountain region ; hotels are therefore not always given.

Alta Gracia, altitude, 1,900 feet, 30 miles south-west of Córdoba. Interesting colonial church and buildings. Recreations : motoring, walks, riding, tennis, golf. *Hotel Sierras* (with 9-hole golf course, croquet, and shooting).

Ascochinga, 44 miles north of Córdoba by road *via* La Cumbre. Altitude, 2,600 feet. Picturesque, dating from colonial days. Good winter fishing ; shooting from May to September, but game not plentiful ; pumas found in the hills.

Candonga, altitude 2,649 ft., is in the hilly district of Alpatanca in the Sierra Chica. The road from Córdoba city (34 miles), goes through Arguello, Villa Allende, Río Ceballos, and Salsipuedes to El Manzano, where it branches off to the left

leading to La Cumbre. The Colonial church at Candonga was built in 1730 as an oratory of the Jesuit Estancia of Saint Gertrude. The arch protrudes to form a porch which covers the entrance. This historic and beautiful Church, of great interest to the tourist, has been declared a National monument.

Capilla del Monte, 66 miles from Córdoba, in the heart of the Sierras. Altitude, 3,000 feet. Medicinal waters, rocks and waterfalls and wide views. Game and fish scarce, but pumas, condors, and foxes in the hills. Tennis, golf, target shooting, and horseback excursions in the hills, particularly to Cerro Uritorco (6,755 feet).

Cosquin, 35 miles from Córdoba. on the banks of a river. Altitude, 2,200 feet. Beautiful surroundings, with a dry healing air. Swimming.

Cruz Chica, altitude, 3,500 feet. Swimming, tennis, climbing, motoring, riding, walking ; one of the most attractive spots.

Jesus Maria, 32 miles north of Córdoba. Altitude, 1,750 feet. Good 18th century Jesuit church. Good trucha, dorado, and carpa fishing in winter ; game in season, wild goats and foxes plentiful. Shooting permits required from the owners of estancias La Paz, Sta. Catalina and San Jorge.

La Cumbre, 57 miles from Córdoba. Altitude, 3,900 feet. Trout streams with good fishing from November to April. Swimming, golf, tennis.

La Falda, 36 miles from Córdoba. Altitude, 3,000 feet. Pleasant at all seasons. Little fishing, good partridge and hare shooting. Golf, swimming.

Mina Clavero, 87 miles from Córdoba by bus through grand lake and hill scenery. A charming town, and good centre for exploring the high sierra, especially Champaquí, the highest peak in the Sierras. Altitude, 3,000 feet. Usual sports. Natural waters.

Villa Dolores, 116 miles from Córdoba, 30 miles from Mina Clavero. Altitude, 1,700 feet. Rail from Buenos Aires *via* Villa Mercedes. Population, 15,000. Shooting : partridge, quail (martineta), and hare. Swimming.

Valle Hermoso, 45 miles from Córdoba, near La Falda. Altitude, 2,800 feet. Old church of San Antonio. Riding, motoring.

Yacanto, near Villa Dolores, at the foot of Mount Champaquí, in a region of woods and waterfalls. Reached by motor from Villa Dolores station (San Martín Railway). Curative waters. Tennis, golf, shooting, fishing, bathing, riding, climbing.

The Belgrano railway runs north to Tucumán, 325 miles away. From Recreo a branch runs west to Chumbicha, where it connects with a line north to Catamarca and south to Rioja ; they will be described later. Tucumán is reached from Buenos Aires (714 miles, 23 hours), by the Mitre line running through Rosario and La Banda. Beyond Tucumán the line runs north *via* Rosario de La Frontera and Jujuy to La Quiaca, on the Bolivian border, 400 miles from Tucumán.

Tucumán, now called San Miguel de Tucumán, the capital of its province and with a population of 231,860 is the busiest and the most populous city in the north. It has been called the Garden of Argentina, for its natural beauties are great. The city itself is on a plain, but behind it towers the heights of the Sierra de Aconquija. Over a million acres irrigated by streams flowing from the mountain have been planted to sugar cane. The city was founded by Spaniards coming south from Peru in 1565, and there are still many colonial buildings left. General Belgrano won a decisive battle against the royalists here in 1812, and in 1816 the Congress of the United Provinces of Rio de la Plata met at the Casa Historica to draft and proclaim Argentina's declaration of independence. The Casa Historica, a simple building which has been reconditioned, is on Calle Congreso. It contains the chair used by the President of the Congress and a few other pieces of furniture. In a railed patio near the Casa is a bas relief depicting the act of independence. On Plaza Belgrano, where the battle of 1812 was fought, there is a statue of the general. To the east is the university, with a grand view from the " vivero." In the Cathedral is the cross used during the founding of

the city. The Cathedral is north of Plaza Independencía, the main square, which is beautified with palm and orange trees planted round a statue of liberty. The Government Palace is on the south side, with San Francisco church next to it.

There are two beautiful parks in the city : 9 de Julio and Avellaneda. There is an interesting menhir stone in the former as well as Bishop Colombres' house ; it was he who introduced the sugar cane to Tucumán, and in the house is his first crude attempt at a pressing machine. At Villa Nogues, an hour up the mountain side (one of the most interesting tours), is a fine group of buildings of European style ; the district is the summer residence of the well-to-do Tucumán residents. Aconquija park, with glorious trees, is at the foot of the mountains. The Quebrada de Lules, not far from the town, is worth visiting.

Museum : Institute of Anthropology, Tucumán University.
Hotels : Coventry ; Savoy ; City.
Bank of London & South America, Ltd.
Cables : Western Telegraph Co., Ltd. Agent : Jose Manuel Cortes, Crisostomo Alvarez 75.

Two railways run north to (90 miles) **Rosario de la Frontera,** a popular resort from June to September. Altitude : 3,200 ft. Five miles away there are sulphur springs (*Hotel Termas*), famous for their curative values.

From Guemes, 92 miles north of Rosario de la Frontera, a branch line runs west through the mountains to (30 miles) **Salta,** the capital of its province, a city of 87,150 inhabitants. Altitude : 3,895 ft. There are old colonial buildings (the city was founded on its present site in 1582) and the inhabitants still build in the style. The Cathedral is one of them ; it stands on the north side of Plaza 9 de Julio, the centre of the city ; it contains the much venerated images of the Virgin of the Miracle and the Lord of the Miracle, the latter sent from Spain in 1592. The miracle was the sudden cessation of a terrifying earthquake when the images were paraded through the streets on September 13, 1692 ; a fiesta in their honour is still celebrated at Salta each September. The Cabildo, on Calle Caseros, is also an old building.

Salta is on the Río Arias, in the Lerma Valley, in a hilly and strikingly beautiful district. To Buenos Aires by rail : 1,000 miles (36 hours).

Museum : Cabildo Historico, Caseros 549—interesting folk-lore from the Calchaquí valleys.
Hotels : Salta, Plaza, Alcala.

In the intermont basin of which Salta is the centre, sugar cane is grown and there is much livestock ranching with agriculture : the meat is sent by rail over the mountains to North Chile and to Bolivia. The growing of tobacco and the wine grape are important industries. There is lumbering in the mountain forests. Salta is rich in minerals : petroleum, silver, lead, copper, gold, and marble, but only oil is much exploited because communications are difficult. These have now been greatly improved by the opening, in 1948, of a railway, through the little town of San Antonio de los Cobres, to Antofagasta, in north Chile. It is 559 miles long—355 miles lie in Argentina—and reaches an altitude of 14,680 ft., as it passes over the Chorillos

Pass. The Argentine country it traverses is a barren, rocky plateau 7,000 to 11,000 feet above sea level and inhabited by Coya Indians whose racial character and economy bear a far closer resemblance to their cousins in Bolivia than to the Salteño lowlander. Antofagasta is now within some hours' contact with Argentina instead of having 4,000 miles of ocean between.

There is a road from Salta to Jujuy, standing in another intermont basin to the north.

Jujuy, now known as San Salvador de Jujuy, the capital of Jujuy province, is 41 miles by rail north of the junction Guemes on the Tucumán-Bolivia railway. It was founded in 1593. Most of the town is on the southern side of the Rio Grande. The Government House is in a fine square, Plaza Belgrano, in the eastern part of the city. On the western side of this plaza is a colonial Cathedral with very fine 18th century images, pulpits, walls and paintings. It has been almost ruined by restorations and "improvements" but standing alongside is a chapel which contains a superb pulpit, a colonial treasure without its equal in Argentina. Other churches which are valuable historical monuments are those of San Francisco and Yavi. The townspeople show the doorway on Calle Lavalle through which General Lavalle, the enemy of Rosas, was killed by a bullet in 1848, but the door is a copy of the original, which was taken to Buenos Aires. In the western part of the city are San Martín Park and an open space, La Tablada.

Jujuy stands at an altitude of 4,167 feet. The population is 37,230. Wheat and maize and sugar cane are grown in the near-by valleys, and cattle are reared on the pastures. Minerals and timber are worked in the area.

Some 5 miles away is Termas de Reyes (hotel), where there are hot springs. This resort is set amongst magnificent mountains.

Hotels : Jujuy ; Bristol ; Paris.

Fifteen miles beyond Jujuy the railway ascends, by rack and cog, into the dry uplands. For about 70 miles glimpses are caught of pockets of cultivated land in the valleys, but beyond Humahuaca the puna is bleak and barren all the way to **La Quiaca,** on the Bolivian border and 175 miles from Jujuy. The town stands at an altitude of 11,358 feet. The climate is cool, requiring overcoats the year round. There are many Bolivian Indians wearing their white "homburg" hats in the streets, for the town is a supply centre for southern Bolivia.

The Belgrano railway's terminus is here, a few hundred yards from the Bolivian railway station of Villazon, where connection can be made with the Bolivian system to La Paz.

Hotels : La Quiaca ; Savoy ; Gran.

Mendoza and the Andine Towns.

Mendoza, at the foot of the Andes, is 684 miles from Buenos Aires. The San Martín railway to it from Buenos Aires, through Mercedes, Junin, San Luis and La Paz, runs over the great flat pampa ; the line is continued over the Andes to Valparaiso and Chile, 910 miles from Buenos Aires. The Chevallier Bus Corporation runs a service to Rio Cuarto, where there is a connection to Mendoza by the Las Heras Bus Corporation.

The Transandine Route : Trains usually leave Buenos Aires on Thursdays and Sundays at 9.10 a.m. The monotony of the cattle breeding and grain-growing plains is broken only by clusters of trees surrounding the farm buildings of the estancias. Brightly coloured birds rise from an occasional small lake. The train is comfortable, with sleeping berths for the night, for it does not reach Mendoza (650 miles ; 15 hours), until early next morning.

Sixty miles from Buenos Aires is :—

Mercedes, in Buenos Aires Province, an old but progressive city with a population of 35,000. It is a railway junction of some commercial importance, with many fine private and public buildings. (There is another Mercedes in Corrientes Province).

Hotels : Paris, Comercio.

The workshops of the San Martín railway are at :—

Junin, 159 miles from Buenos Aires. Also served by Mitre railway, the town is close to lagoons from which quantities of freshwater fish are taken to Buenos Aires. The population is 45,000.

Hotels : Junin, Central.
Cable : All America Cables & Radio, Inc., Ayacucho 17.

At Villa Mercedes, 431 miles from Buenos Aires, a line runs north to (76 miles) Rio Cuarto. About 40 miles beyond Villa Mercedes we begin to run into the rolling hills of San Luis ; beyond there are stretches of woodland. **San Luis,** 61 miles from Villa Mercedes, is the capital of the Province of San Luis. It stands at an altitude of 2,513 feet at the southern end of the Punta de los Venados hills. It was founded by Martin de Loyola, the governor of Chile, in 1597, and has still a faintly colonial character. The grain and cattle country here is varied by an occasional vineyard. The area is rich in minerals and an onyx quarry is worked here. Population : 37,000.

Hotels : Nacional de Turismo, España, Royal.

Seventeen miles beyond San Luis the line climbs to a height of 1,500 feet and descends again along the valleys of the Rio Desaguadero. From the small junction of Las Catitas, 57 miles from Mendoza, a branch line runs south to (114 miles) **San Rafael,** through country which is typical of the land east of the Andes, sometimes aridly dry, sometimes marshy, and sometimes cultivated. At San Rafael itself, at the foot of the Andes, irrigation makes it possible to grow fruit in large quantities. The town—there are some oil wells near—has a population of 32,000.

Hotels : Rex, España.

As we approach Mendoza in the early morning we see what appears to be a long line of crumpled cones of aluminium on the sky line. These are the foothills of the Cordillera. Here, at an altitude of 2,460 feet, lies :—

Mendoza, the capital of its province. Rainfall is slight, but irrigation has turned the area in which it lies into a great green oasis—" The Garden of the Andes "—covered with fruit trees and vineyards. There are oil wells in the area too, for the Province of Mendoza is now Argentina's second largest producer. The population of the city is 109,385. Altitude : 2,460 feet.

The city was first colonised from Chile. It was founded in 1561 by a Spanish captain who named the new town in honour of his master, the then governor of Chile. It was from here that the Liberator José de San Martín set out with his army of the Andes to cross the mountains, first to help in the liberation of Chile, and then to pass north by sea to capture Lima and liberate Peru. The city was completely destroyed by fire and earthquake in 1861, so Mendoza to-day is essentially a modern city of low dwellings (as a precaution against earthquakes), but thickly planted with trees and gardens. The best thing in it, from a tourist's point of view, is the Cerro de la Gloria, a hill in a great public park crowned by an astonishing monument to San Martín. There is a big rectangular stone block with bas-reliefs depicting various episodes in the equipment of the army of the Andes—the women offering their jewels to San Martín—and the actual crossing. In front of the block, San Martín bestrides his charger. The monument is surmounted by a great bronze condor and the Goddess of Liberty. The statue is surrounded by groves of eucalyptus trees. Steep and twisting paths in the park run to the Zoological gardens, where real condors can be seen in a cage. There are watercourses and a lake in the park too, and views of the backcloth of the Andes rising in a blue-black perpendicular wall, topped off with dazzling snow, into a china-blue sky.

The Palacio de Gobierno is in the centre of Plaza Independencía. On Calle Colón, next to the large Jesuit church, is the historical museum, containing some of San Martín's belongings. The Moyano Museum of Natural History is on Calle Belgrano; this, too, has some colonial exhibits, but is best known for its collection of Argentine plants and animals. The best shopping centre is Calle Las Heras. The annual grape harvest festival, "Fiesta de la Vendimia," is in March.

Industries at Mendoza: Wine bodegas and fruit preserving; petroleum.

Buses run services to pleasant places in the neighbourhood. The thermal springs of **Villavicencio,** 30 miles north, are at an altitude of 5,900 ft. The climate is delightful and the scenery beautiful. The curative waters vary in temperature between 98.6°F. and 118.4°, and are especially valuable for long cures where a weak alkaline treatment is indicated. Buses also run to the hot springs at **Cacheuta,** 28 miles to the south-west; the charming resort of **Potrerillos,** 8 miles from Cacheuta, with ski slopes not far away (*Potrerillos Hotel*). Two other popular resorts within a few miles of the city are Barballon, to the north-east, and Challao, to the north-west.

Hotels: Plaza; Gran Balbi; Costamar; San Martín.

Bank of London and South America.

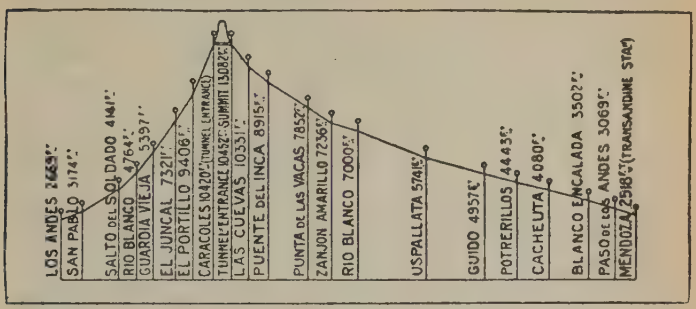
Cables: All America Cables & Radio, Inc., Calle Las Heras; Western Telegraph Co., Ltd. (British), Mercury House, Calle Rivadavia 1030, Godoy Cruz.

Continuing the Journey to Chile:

Breakfast is served at Mendoza, but the through passenger has no time to see more of the place than can be viewed from the railway. Passengers for Chile take to the narrow gauge line which runs into the mountains and through Cumbre tunnel to Los Andes. Pullman cars are attached to the train on this section. The route is along the green fruitful valley of the Mendoza river to the foot of the Andes, 12 miles away. Here the limit of irrigation is marked by scrub and stunted trees on the lower slopes.

The engine begins to labour up the gradients. A curve reveals

the crevice out of which the Mendoza river debouches on to the plain. Past **Cacheuta,** with its mineral baths, the line curves right and left following the river, crossing lattice work bridges and rushing through short tunnels. This is the old mountain trail the Spaniards named the Camino de los Andes.



THE CLIMB AND THE DESCENT. WAYSIDE STATIONS AND THEIR ALTITUDES.

Well into the heart of the mountains, the Mendoza river is still close. The mounting train draws past a number of typical Transandine railway stations. Beyond Uspallata is a vast, open, undulating plain, wild and bare, with dried bushes and cactus as the only vegetation. Surrounding the plain on all sides stand the grey, gaunt, barren mountains. On the far side of this plain the valley narrows till Rio Blanco is reached, and there the mountain torrents rush and froth into the river.

Soon we look up the Tupungato Valley at the majestic cone which gives its name to the place. Tupungato is one of the giants of the Andes, rising 22,136 feet above sea level. An equally majestic mass of pinnacled rocks known as Los Penitentes is passed. In the clear air it is difficult to realise that they are forty miles away. The climber to their base (an easy task from Puente del Inca with a guide) is given a remarkable sight. The higher rocks look very like a cathedral, and the smaller, sharper rocks below give the impression of a number of cowled monks climbing upwards.

On the other side of the valley we get a good view of the bright white Aconcagua, the Monarch of the Andes, sharply silhouetted against the blue sky.

In quite a short time we are at **Puente del Inca,** a 100 miles from Mendoza, and 8,915 feet above sea level. There is a good hotel here run by the San Martín railway. It is an all-the-year-round sports resort set amongst mountains of great grandeur ; it is most often visited between November and April. The bridge after which it is named is one of the natural marvels of South America ; it towers over the river Mendoza at a height of 63 feet, has a span of 70 feet, and is 90 feet wide.

Puente del Inca is the best point for excursions into the higher

Andine valleys or for a visit to the base of Aconcagua (23,003 feet), the loftiest mountain in the Western Hemisphere ; it was first climbed by Vines and Zurbriggen of the Fitzgerald Expedition in 1897. Visits can be paid on horseback from Puente del Inca to Los Penitentes ; or on foot to the Laguna de los Horcones, a green lake with a rest house near ; or by car or on horseback to the statue of Christ the Redeemer set above La Cumbre Pass on the frontier at an altitude of 13,053 feet. It cannot be seen from the train. It was put up by the organised workers of Argentina. The pedestal carries inscriptions : " Antes se reducirán a polvo estas montañas, que los pueblos de la Argentina y Chile rompan la paz que a los pies de Cristo Redentor juraron mantener." (Sooner shall these mountains crumble into dust than the peoples of Argentina and Chile break the peace which at the feet of Christ the Redeemer they have sworn to maintain).

Leaving Puente del Inca the train climbs the Paramillo de los Horcones, passing over the high-level bridge that spans the Horcones river. The Paramillo is the moraine of an ancient glacier on the flanks of Aconcagua. After a comparatively level stretch of valley, the train climbs by rack rail through the narrow gorge of the Paramillo de las Cuevas, which before the boring of the tunnel through the Cumbre was the terminus of the Argentine Transandine Railway. The tunnel is 90 yards short of two miles long, and its length is 27 yards short of its height above sea-level. It has now been opened to motor traffic, for there is a road as well as a railway across these mountains.

From the tunnel on the Chilean side at Caracoles, the descent, at first winding and gentle, suddenly becomes very steep. Between Caracoles and Portillo lies perhaps the grandest rock scenery in the world. No word-picture gives any conception of the prodigious grandeur of the snow-clad, towering, sharp-pointed peaks, standing in relief against the blue of the sky, nor do photographs give more than a poor impression. At intervals on the downward course are passed small, squat refuge-huts. The River Aconcagua is now at hand. Bare rock gives place to grass, sparse at first but growing thicker as we descend. Golden-yellow blossom blazes out. Flowers of many colours mingle with the cactus. The mountain barrier causes the clouds from the Pacific Ocean to discharge upon this side ; that is why the Pacific slope is green and why the Argentine side of the mountains is so barren. At **Portillo,** a Chilean centre for ski-ing and winter sports, is the Gran Hotel Portillo (modern).

The line traverses the Salto by short tunnels and follows the south bank of the river. The valley widens out and cultivation spreads rapidly until, at Los Andes, we reach the head of a wide and cultivated valley running to the sea. Los Andes—the terminus of the Chilean Transandine Railway—is beautifully situated, and its roads are lined with poplar trees. After dinner a change is made to the broad-gauge Chilean State Railway for Santiago and Valparaiso, a run of 2 hours 43 minutes. The junction for both places is Llay-Llay, but there are through coaches for the international passengers, so there is no change at the junction.

Presently, the end of the journey is in sight. On the right is deep

blue water—the first glimpse of the Southern Pacific ; then comes Viña del Mar—the famous Chilean seaside resort—and Valparaiso.

N.B.—Passengers by the International trains to Chile have to submit their baggage to Customs examination at Retiro Station, Buenos Aires, the starting point of the journey. A form of Customs declaration, obtainable at the ticket offices, has also to be filled in for the use of the Customs officials at Los Andes. Passports with visas for Chile and medical certificates are necessary.

Train Services : A train leaves Buenos Aires on Thursdays and Sundays at 9.10, arriving at Mendoza at 5.55 on Fridays and Mondays, leaving at 07.00 for Las Cuevas, where it arrives at 15.35 (Argentine time). Leaves Las Cuevas 15.20 (Chilean time) for Los Andes, arriving at 19.10. Leaves Los Andes at 20.40 for Llay-Llay and arrives at 21.48. Leaves Llay-Llay at 22.02 and the Santiago portion arrives at 23.50, and the Valparaiso section at Viña del Mar at 23.38, at Valparaiso 23.55.

It should be noted that Argentine time is one hour ahead of Chilean time.

There are three other oasis standing between the plains and the mountains to the north of Mendoza, in much the same way as San Rafael to the south. In all three streams from the Andes have made irrigation possible and the growing of fruit and vines and alfalfa. The first of these, 97 miles by road or railway, is :—

San Juan, the capital of the Province of San Juan. The urban population is 80,280 and the houses low, as is usual in towns which fear earthquake : the last was in 1944 ; this practically destroyed the place. Sarmiento, the historian and educationist and President from 1868 to 1874, was born here ; his house contains the Sarmiento Museum where many of his belongings are shown. Much of the local trade is with Chile. The surrounding country is picturesque.

Industries : Wine ; cattle raising ; minerals in the area.
Hotels : Plaza, Gran, Rex, City Palace.

The second oasis, **La Rioja,** reached from either Córdoba or San Juan by San Martín railway, is the capital of the province of La Rioja. The altitude is 1,650 feet and the population 27,000. It looks older than most Argentine towns ; regional costumes can sometimes be seen, and it has some colonial buildings. It is 208 miles from Tucumán and 1,300 miles (39 hours) by train from Buenos Aires.

Museum : The Archaeological Museum " Hinca Huasi," Buenos Aires, 260.
Hotels : Nacional de Turismo, Savoy, España.

A railway runs north-east to the third oasis, Catamarca. (From Cebollar, on this line, railways run north-westwards into the mountains to the small copper mining towns of Famatina and Tinogasta. From Tinogasta a road runs over the Andes to Copiapo, in Chile).

Catamarca, capital of its small province, lies on a river between two of the southern slopes of the Sierra de Aconquija, about 80 miles south of Tucumán. This old colonial city is set amongst hills at an altitude of 1,600 ft. Cotton growing is added here to the cattle, fruit and grapes of the oasis. It is also famous for the hand-weaving of ponchos. Pilgrimages are made by the devout to the Virgin of the Valley in its church. The thermal springs of Catamarca are curative. Population : 28,500.

Museum : The " Esquiú " Cultural Institute, Sarmiento 450. (Archaeology, colonial history, iconography, mineralogy).
Hotels : Nacional de Turismo, Dominguez, San Martín, Sumac-Huasi.

THE "CHACO."

Between the north-western highlands already described and the Rio Paraná to the east lies the Argentine Chaco, the southern end of that Gran Chaco which is also partly in Bolivia and partly in Paraguay. The Argentine Chaco is a huge area containing the Territory of Formosa and the Provinces of Chaco, Santiago del Estero, and northern Sante Fe. Its southern limit is the Rio Dulce valley, running for nearly 200 miles from Santiago del Estero to the Mar Chiquita.

This great lowland, formed of the alluvium carried down from the Andes, is covered with scrub forest and grassy savannah, the thorn trees sometimes impenetrable and sometimes set widely apart on grassland. The highest summer temperatures in all South America have been recorded in the Argentine Chaco; the winters are mild with an occasional touch of frost in the south. Rain falls mostly during the winter. A vertical line drawn down the centre of the Chaco will roughly delimit an eastern area of sufficient rainfall from a western area of deficient rainfall. The further west, the less the rain. Resistencia, in the east on the Paraná River, gets an average of over 48 inches a year; Santiago del Estero, in the west, gets about 20 inches, and this, where evaporation is so rapid, will not permit agriculture without irrigation. Only four main streams run through these lowlands: the Pilcomayo, 1,250 miles long, the boundary between Argentina and Bolivia in the north; the Bermejo, about the same length as the Pilcomayo; the Salado (not the Rio Salado referred to in the description of the Pampas); and the Dulce, running 500 miles from the Sierra de Aconquija west of Tucumán to the Mar Chiquita, "the little sea" which has no outflow. During the summer rains these sluggish and unnavigable tributaries of the Paraná swamp great areas of the land, particularly in the east, and often change their courses.

The iron-hard quebracho tree grows in the forests of the Chaco: both the red quebracho, which yields tannin, and the white quebracho, which is used as lumber and for fuel. The former is mostly found in the eastern Chaco and where there is salt in the earth, the latter in the west. The white quebracho, which is used for sleepers, posts, poles and firewood, is exploited mostly along the railway line which runs northward to the Bolivian frontier in the western Chaco; the red quebracho is found mainly in the region directly west of the Paraná, and particularly around Resistencia, where it is said that half a million acres are cut each year. The mills extracting tannin are mostly along the Paraná, for the process requires a great deal of water. The logs are dragged by oxen to the railways, which carry them to the mills. The railroads north of Sante Fe, with branches running westwards into the forest, are busy with this trade.

Wherever grass is available cattle are reared in the Chaco, but because this is "tick" country, the 3.3 million cattle are mainly of the unimproved types. Goats, too, are common in the area. A major development since the thirties has been the growing of cotton in the areas cleared of quebracho by the foresters. Cotton growing in

Argentina is almost confined to the area north of Resistencia and westwards from Formosa. These cotton growers, all immigrant settlers on small plantations, are in the happy position of paying neither rent nor taxes, for they have, as squatters, no title to their lands. Lacking title they are naturally loath to build any but temporary homes, but the settlements have been treated with great sympathy by the Government, who have helped generously with schools and public services. The settlers have now taken to growing maize also as a supplement to the cattle industry. The maize is mostly of the bitter "Brasileiro" type because of the swarms of locusts which pester the Chaco.

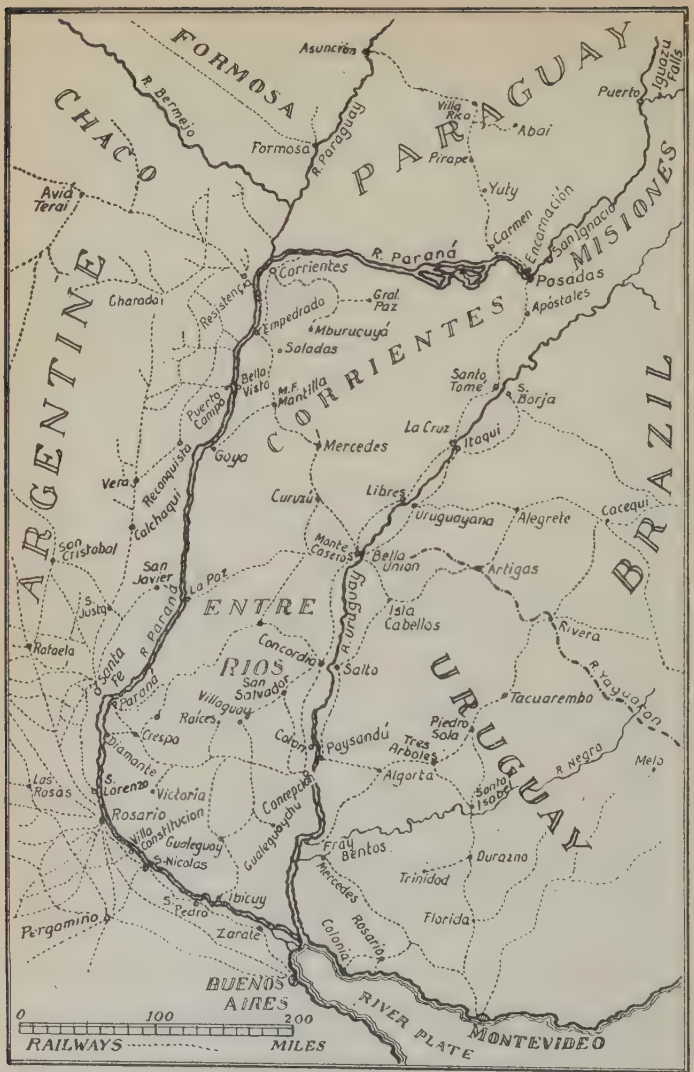
In the drier west, crops of maize, wheat, linseed and cotton are raised on *bañados*, or those areas of land irrigated annually by the flooding rivers. This is a land (unlike the cotton zone) of large estancias basically interested in the grazing of cattle but growing crops as a side line. It is a chancy procedure, for the rivers often change course and the locus of the bañados, and sometimes deposit gravel instead of the fine silt on which crops can grow. The tenants shift from place to place, according to the whims of the rivers, but the hub of their operations, Santiago del Estero, is an old and stable settlement; and mostly because it is placed where the Río Dulce, confined by banks during its course from Tucumán, debouches on the plain.

Readers should read an article, "Diplomatic Mission," in the *Review of the River Plate*, March 7, 1952, pages 20 et seq., for a description of life in the valley of the Río Dulce, where a number of the indigenous Indians still survives.

The birds of the area are described: "First there are the flamingos, hundreds of them, those awkward, pinky white objects when standing fishing, that change as if by magic as they rise into the air, transformed in flight into creatures of elegance, flaming coral and black. Then there are the swans that look as if they had just thrust their necks down to the base into the black mud. Singly come the heron egrets, gleaming white in the sunlight; they will stand on one leg for hours, staring, unlearned as to the value of their plumes. Waterfowl of many kinds, some with brilliant green legs, paddle and quack and fuss, hardly noticing the presence of man; they are inedible, and know it—all except the duck who seems to have been born wary. Storks stand like cricketers fielding a slow game; grey sparrow hawks dart about at ground level, vultures and great eagles higher up, and then as far as the binoculars can see, a very occasional condor, a speck in the blue."

Towns of the Chaco: The more important ones—Santa Fe, Resistencia and its port Barranqueras, and Formosa—are all on the western bank of the Paraná river and will be described, for convenience's sake, under "UP THE PARANA RIVER" in the matter dealing with Argentine Mesopotamia which follows. The only other town of any importance, Santiago del Estero, the Capital of its Province, is on the western boundary of the Chaco, 104 miles SE of Tucumán.

Santiago del Estero, the oldest Argentine town, was founded in 1553 by settlers pushing south from Peru. It is near the bank of the Río Dulce where that river, coming from Tucumán, flows into the plains of the Chaco; a mile-long steel bridge across the river carries the railway line from La Banda (4 miles) on the Buenos Aires-Rosario-La Banda-Tucumán route. There is a branch line *via* Forres to Córdoba. The population is 94,710. The main square,


FORMOSA
CHACO
PARAGUAY
MISIONES
CORRIENTES
ENTRE RIOS
BUENOS AIRES
ARGENTINE
BRAZIL
URUGUAY
Asuncion
R. Bermejo
R. Paraguay
Formosa
Villa Rica
Aboi
Puerto
Iguazu Falls
Pirapé
Yuty
Encarnación
San Ignacio
Avia Terai
R. Paraná
Corrientes
Posadas
Charadai
Resistencia
Gral. Paz
Empedrado
Mburucuyá
Apóstoles
Soladas
Santo Tomé
S. Borja
Bella Vista
M.F. Mantilla
Puerto Campo
La Cruz
Itaquí
Mercedes
Goya
Reconquista
Vera
Curuzú
Libres
Uruguayana
Alegrete
Cacequi
Calchaqui
Monte Caseros
Bella Union
Artigas
San Javier
La Paz
Isla Cabellos
Rivera
Rafaela
Concordia
Salto
Tacuarembo
Villaguay
San Salvador
Piedro Sola
Crespo
Raices
Colon
Paysandú
Tres Arboles
Algorta
Diamante
Las Rosas
S. Lorenzo
Victoria
Rosario
Villa Constitucion
Gualeguay
S. Nicolas
Gualeguaychu
Concepcion
Fray Bentos
Durazno
Trinidad
Mercedes
Florida
Rosario
Colonia
Ibicuy
S. Pedro
Zarate
Pergamino
RIVER PLATE
MONTEVIDEO
Melo
R. Negro
R. Yaguaron
Santa Isabel
0 100 200
RAILWAYS ..... MILES

Plaza Libertad, contains the Casa de Gobierno, or government house, for the city is the capital of its province. The Cathedral stands next to it. On Plaza Lugones is the pleasant old church of St. Francisco de Solano, patron saint of Tucumán : it was he who founded this, the first church in Santiago del Estero, in 1590. The cell he occupied is in the near-by monastery. Beyond the church is the comely Parque Aguirre.

In the Convent of Santo Domingo is a " Holy Sheet," one of the three copies of the sheet which covered the sacred body of Our Lord, given by Philip II to his " beloved colonies of America". The Provincial Museum of Archaeology (Av. Rivadavia 701), founded by Emil and Duncan Wagner, has over 10,000 samples of Indian pottery. There is a Museum of History, and a visit should be paid to the house of General Antonio Taboada, and its Chapel to the Virgen de Loreto.

Hotels : Palace, Savoy.

The famous **Rio Hondo** hot springs, reached by bus, are 47 miles away ; they lie half way between Santiago del Estero and Tucumán, and can be reached by railway from Tucumán to Las Termas station. The altitude is 866 feet. The springs have a temperature of from 38° to 55° C. and contain a small percentage of minerals ; they are much frequented by rheumatic and other patients from July to September. A casino, with roulette and card games, is open during the winter season.

Hotels : Casino ; Palace ; Grand ; Los Pinos ; Panamericano.

Some 200 miles to the south-east of Santiago del Estero the Río Dulce, flowing in places through salt flats, runs into the shallow Mar Chiquita, on the southern margin of the Chaco. People who live in the valley of the Río Dulce are so used to the taste of its water that they often add a pinch of salt to the water they drink when away from home " to make it potable." Mar Chiquita, 50 miles by 15, is naturally salty, and the water is warm. No river drains it, though two other rivers flow into it from the Sierras of Córdoba in the flood season. There are several islands in the lake. On its southern shore is the small town of **Miramar,** for the Mar Chiquita has now become a popular resort. It is best reached by a railway running west from Sante Fe to Dean Funes ; it runs within a few miles of the southern shore. The lake can also be reached from Córdoba by car.

Hotels : Gran Copacabana, Gran España, Miramar, Marchetti.

(NOTE :—This Mar Chiquita and its town, Miramar, must not be confused with the other Mar Chiquita to the north of Mar del Plata and the seaside resort of Miramir, south of Mar del Plata).

MESOPOTAMIA AND MISIONES.

The north-eastern part of Argentina is very different from the north-west. Here, between the rivers Paraná and Uruguay lies the so-called Argentine **Mesopotamia :** the provinces of Corrientes and Entre Ríos and the province of Misiones. The distance between the two rivers is some 240 miles in northern Corrientes, but narrows to about 130 miles in the latitude of Santa Fe. From the Alto Paraná, the northern boundary, to the junction of the Paraná and the Uruguay in the south, is about 700 miles.

The province of Corrientes, in the north, is marshy and deeply wooded, with low grass-covered hills rising from the marshes. The

normal rainfall is 78 inches a year, but the rains are not spread uniformly and drain off so quickly into the swamps that a rainfall of 59 inches, which is not unusual, may be insufficient to prevent drought. Entre Ríos, to the south, has undulating plains of rich pasture land not unlike that of Uruguay. Winters in Mesopotamia are mild ; the summers are hot and much rain falls in short, sharp storms, though both Entre Rios and Corrientes often suffer from summer drought.

Northern Mesopotamia is still entirely pastoral, a land of large estancias raising 4.3 million unimproved cattle, and 3.7 million sheep. The rough pastures are burnt off in spring to rid them of the unpalatable grasses the cattle will not eat. But in the "tick free" south, in Entre Ríos, where the grass is better, there are 3.8 million improved cattle and three-and-a-half million sheep producing important quantities of meat and wool for the Buenos Aires market. Maize (a gamble in the north) is largely grown in southern Entre Ríos, which is also the most important producer of linseed in Argentina. In Corrientes, along the banks of the Paranã between the City of Corrientes and Posadas, a good deal of rice is grown. In north-east Corrientes and in Misiones, more Indian tea is now grown than can be absorbed by the internal market. Corrientes also grows excellent oranges.

Thrusting into the far north-east is a strip of land between the Alto Paraná and the Uruguay rivers, some 50 to 60 miles wide and about 250 miles long. Its boundary on the north is the River Iguazú which here tumbles over the great Iguazú Fall. This is **Misiones** province, and its capital is the river port of Posadas. Misiones is on the Paraná Plateau, and four-fifths of it is covered with forests of pine and cedar and broad-leaved trees, for here too the rainfall is heavy ; twice as heavy as in Entre Rios. The days are hot, and the nights cool. It is a sub-tropical land, the forests tangled with brilliant flowers ; in the woods are multitudes of wild monkeys, parrots and toucans, and the fauna includes tapirs, jaguars, pumas and water hogs.

Mesopotamia was first colonised by Spaniards pushing south from Asunción to re-occupy Buenos Aires ; both Corrientes and Paraná were founded as early as 1588. But Misiones was first occupied by the Jesuit Fathers fleeing from the Brazilian Alto-Paraná with their devoted Indian followers before hostile tribes. These missions are described and their history given under Posadas, the capital of the Territory.

It was the Jesuits who first grew yerba mate in plantations, and Misiones from its first settlement until to-day has been mainly dependent on this tea leaf. After the Jesuit expulsion the collection of yerba was entirely from the wild forest, but to-day the plantation system has been re-introduced with great success east of Posadas. The province has of late years attracted immigrants from Europe and from Mesopotamia. Nearly all the nation's tung oil comes from Misiones, which has also a large acreage under tobacco and citrus fruit. Timber is an important industry.

Communications in the area described is by roads (on the whole poor), by railway, and by the two rivers which form its limit to east and west. Both rivers leave much to be desired. The Paraná is

indeed a poor river as great rivers go, more successful as a barrier between the peoples on either side than as a waterway for travel. It floods disastrously, shifts its channel frequently, and that channel is both shallow and often clogged with sandbars. This difficult river is the only exit by water from the land-locked Republic of Paraguay.

The Rio Uruguay, eastern limit of Mesopotamia and the boundary with the Republic of Uruguay, is navigable by large vessels as far as Concordia, but above that city the river runs between high banks, and has many rapids, so that only small boats can ply on it.

The area is served by the Urquiza railway, the only standard gauge line in the country ; through it in particular runs the international railway from Buenos Aires to Posadas and Asunción, the capital of Paraguay. A glance at the accompanying map will show where they run and what towns they serve. The Province of Entre Rios is served by three trains a week from Buenos Aires to Concordia, and three (on alternate days) only as far as Villaguay ; both with communications to almost all the province.

The Towns of Mesopotamia.

Most of the important towns of Mesopotamia and Misiones lie on the east bank of the Paraná or the south bank of the Alto Paraná. A journey up these rivers is given here ; the towns on both banks are described, but it must be remembered that those on the west bank as far as Santa Fe are in the pampas ; beyond Santa Fe those on the west bank are in the Chaco.

Up the Paraná River : River boats of the Cía Argentina de Navegación Fluvial (Av. Corrientes 389, Buenos Aires), usually leave the Argentine Capital twice a week for Corrientes and Asunción. According to the tide, they enter the Paraná river by either the Las Palmas reach of the delta, on which is Zarate, or the Paraná-Guazú reach, on which is Ibicuy.

Zárate, with 33,500 inhabitants, is industrially important, with large frigorificos and paper works. It is served from Buenos Aires (56 miles) by two railways : the Bartolomé Mitre and the General Urquiza. Trains of the Urquiza system are ferried across the river northwards to **Ibicuy,** a distance of 52 miles, on their way north to Posadas and Asunción. The crossing takes 4 to 5 hours. The picturesque Ibicuy Islands can be visited by steamer.

On the way upstream to Rosario, on the western bank, are two ports which export the cattle, grain, and agricultural produce of the pampas: **San Nicolás,** 50 miles below Rosario, and **Villa Constitución,** 23 miles below Rosario. Both are served by a railway from the capital. San Nicolás has a population of 25,000. The San Nicolás Steel Plant is now being built there. Pergamino, an important railway junction in the pampas, is 45 miles S by road or rail.

San Nicolás Cables : Western Telegraph Co., Ltd. Agent : Leopoldo Lehrer, Buenos Aires, 102.

About 67 miles north from Ibicuy by railway is the town of **Gualeguay,** with a population of 26,000. It is the centre of one of the richest cattle and sheep ranching regions in Entre Ríos Province. Five miles south is its river port—Puerto Ruiz—on the Gualeguay

river, which flows into an eastern channel of the Paraná at a point almost due east of San Nicolás.

Hotels : Ferrechio, Diez.

Rosario, chief city of the province of Santa Fe, is the third city of the republic, with a population of 498,612. It is a great industrial centre (and therefore not very attractive to the visitor) but is primarily a centre for the shipment overseas of produce brought from the central and northern provinces and a convenient base for the inland distribution of general supplies. On the top of the Minetti building, 11 storeys high, stand two bronze female figures, one with a stalk of wheat, and the other with a head of maize in their hands—symbols of the great grain lands of the neighbouring pampas. But the growing tendency of shipping companies to concentrate on Buenos Aires at the expense of other ports has now left Rosario's docks half empty and its cranes idle. But the Government is discouraging this excessive centralization, and Rosario is recovering some of its former importance.

The river bank is high at this point. The streets are wider than those at Buenos Aires, and there are fine boulevards and handsome open spaces. From October to early March visitors may expect warm weather, and from December to the end of February it is uncomfortably hot. Changes of temperature are sudden. A concrete paved road from Buenos Aires strikes north-west *via* Bell Ville to Córdoba and Tucumán.

The British Chamber of Commerce at the British Consulate, Rosario, is affiliated to the British Chamber of Commerce for Argentina.

Hotels : Italia, Savoy, Majestic, City, Europeo.

Markets : Mercado Central, Calle San Martín ; also Mercados Norte, Sud, and Abasto. Best time, 6-8 a.m.

Industries : Flour milling, furniture, leather, bricks, printing and confectionery.

Points of Interest :—Parque Independencia (Rose Garden), Boulevard Oroño, Cathedral (Roman Catholic) in Calle 25 de Mayo ; S. Bartholomew's Church (English), Calle Paraguay ; Racecourse, Law Courts, University, Hospitals, the Frigorifico Swift, Grain Elevators, Petrol Installations, the Alberdi and Arroyito Boat Clubs, and Saladillo (salt water springs). Golf Club (Station Parada Links, F.C.N. Bartolomé Mitré). The Aero Club is at the fashionable suburb of Fisherton, headquarters of the British community. The " Juan B. Castagnino " Municipal Museum is at Rosario, and there is a provincial Historical Museum in Parque Independencia.

Rail :—Rosario is 4½ hours from Buenos Aires on the Bartolomé Mitre Railway and Belgrano Railway by express train, and is served also by the General Belgrano (narrow gauge), and the Mitre and Roca railways to Puerto Belgrano.

Road Transport :—There are regular motor-bus services to Arroyo Seco, Casilda, Cañada de Gómez, San Lorenzo and other important centres up to 50 miles from the city. Also to Buenos Aires, via San Nicolás and Pergamino, 198 miles.

Ferry :—There is a service of ferries between the ports of Rosario and Victoria, in Entre Ríos.

Bank of London and South America.

Cables :—Western Telegraph Co., Ltd. (British), Calle Santa Fe, 1116. All America Cables & Radio, Inc., Calle Santa Fe, 1127.

Above Rosario the river is very braided and islanded. A 112 miles beyond Rosario, on the east bank, is :—

Paraná, the capital of Entre Ríos Province. It has a population of 90,700, and is the port for the great grain, cattle and sheep area to the east. From 1853 to 1862 the city was the capital of the Republic ; it is still one of the most handsome cities in the country, with a fine centre, the Plaza San Martín, where there are fountains

and a statue of the liberator. The Cathedral, east of the plaza, is notable for its portico and its interior. The upper part of the Bishop's Palace near-by houses the Bazan Museum of Fine Arts. The Government Palace (Casa de Gobierno), in another plaza, has a grand façade. But the city's glory is the Urquiza Park, to the north-west, where Paseo Rivadavia ends. It has an enormous statue to General Urquiza, and a bas-relief showing the battle of Caseros, at which the tyrant Rosas was brought low. And there are excellent views of the neighbouring country and of Santa Fe, across the river. The town is served by the Urquiza railway from Buenos Aires (364 miles). There are roads joining other parts of the province, and one leads to Paso de los Libres, 301 miles.

Hotels : Plaza, Atenas, Central.

There are several ferry services between Paraná and **Sante Fe,** across the river, a larger city of 229,694 inhabitants and two large docks for ocean-going steamers. It is the capital of the Province of Sante Fe, and the centre of a very fertile region. It was founded by settlers from Asunción in 1573, and so is one of Argentina's oldest towns. (Its present site was not occupied until 1651). It was in its Cabildo (town hall) that the Constitution of 1853 was adopted. The oath of allegiance was taken before the crucifix in the sacristy of the remarkable church of San Francisco, built in 1680 from materials floated down the river from Paraguay. It is a great pity that this old colonial church has been tampered with, but it is still a fine building.

Santa Fe is a university city, with theatres and a racecourse. Most of its best buildings are grouped round two plazas in the eastern end of the city : the Plaza Mayo and the Plaza San Martín. The former has a church on which building was started in 1660, the Casa de Gobierno, and (on the north side) a church which was begun in 1741 (see an old painting from Cuzco and the interesting archives). The buildings on the Plaza San Martín are modern. In Calle General Lopez is the Rosa Galisteo de Rodriguez Museum of Fine Arts, where local painters hold their exhibitions. The University is the Universidad del Litoral. Twice weekly boats from Buenos Aires.

Industries : Flour milling, cereals, dairy, quebracho extract.

Railways : Mitre and Belgrano railways to Buenos Aires, 300 miles, 10 hours, also up north to Resistencia. Santa Fe is the H.Q. of the Belgrano railways.

Road : To Rosario, 100 miles ; to Formosa, 558 miles.

Airport : at Sauce Viejo, 14 Km. from the City.

Hotels : Ritz, España, Castelar, Plaza.

Between Santa Fe and Corrientes the boat calls at several river ports, including Goya and Empedrado. **Goya,** on the east bank, in the Province of Corrientes, is near the junction of the Paraná with the Santa Lucia river. It is a large distributing centre on the Urquiza railway, with a population of 35,000. There is a motor-ferry service across the river to Reconquista. **Empedrado,** further up the river on the east bank, has a population of 24,300. It is on the railway line between Buenos Aires (630 miles) and Corrientes. Oranges and rice are grown in the neighbourhood.

About 375 miles upstream from Santa Fe, on the west bank, is the little port of **Barranqueras,** served also from Santa Fe by railway (17 hours). It is the port for **Resistencia,** capital of the

Province of El Chaco. Resistencia is five miles up the Barranqueras stream. It has a population of 65,000, and is a centre for the industries of the area : cotton, quebracho, and cattle. A railway runs S to Sante Fe, and another W to Metan and the spa of Rosario de la Frontera, 90 miles N of Tucumán. The National Lead Co., has a large smeltery at Barranqueras.

Hotels : Colón, Comercio, Covadonga, España.

Across the river from Barranqueras is :—

Corrientes, capital Corrientes Province. The Urquiza railway journey to Buenos Aires is 660 miles and takes a day and a half. It has a population of 74,966. The city was founded in 1588. Tourists will be most interested in the Government Palace, on Plaza 25 de Mayo ; the Church of La Cruz (1808), which houses a miraculous cross placed there by the founder of the city, Alonzo de Vera—Indians who tried to burn it are said to have been miraculously killed by lightning coming from a cloudless sky ; and the Cathedral, a building in the renaissance style. Plaza Sargento Cabral has a statue to the sergeant who saved San Martín's life in the battle of San Lorenzo. On the river bank, north-east of the city, is a park with good views of the river. There is a Colonial, Historical and Fine Arts Museum.

A tiny port on the Alto Paraná—**Itatí**—is reached by boat or bus. Here, on July 12-17, is held a gala festival which celebrates jointly the crowning of the Virgin of Itatí (housed in a sanctuary built 1638), and St. Louis of France. Thousands of pilgrims arrive on the 14th (when the religious ceremonies begin) from San Luis del Palmar in picturesque procession.

Hotels : Nacional de Turismo, Parana, Colón.

Shipping : Cía de Navegación Fluvial Argentina steamers up the Río Paraguay to Asunción, the capital of Paraguay, and Corumbá, in Brazil ; down the Paraná to Buenos Aires ; up the Alto Paraná to Posadas.

Corrientes is 25 miles below the confluence of the Paraguay and Alto Paraná rivers. Up the former is Asunción ; up the latter are Posadas and Iguazú. Passengers change at Corrientes to boats of a smaller draught. There are large areas given over to rice along the banks of the Paraná between Corrientes and Posadas.

The only Argentine port of any note on the Paraguay river is **Formosa,** 150 miles above Corrientes. It is the capital of Formosa Province, and has a population of 39,200. There are many Indians in the area. The surroundings are flat and swampy, the climate and vegetation tropical. Tobacco and sugar cane are grown here, and there are large estancias herding unimproved cattle. There are roads to Resistencia 197 miles, to Puerto Pilcomayo, 85 miles, and a railway line runs across the Chaco to Embarcación, north of Jujuy, in NW Argentina. Formosa is about 900 miles by river and 1,440 miles by rail from Buenos Aires.

Hotels : Ideal, Palace, España.

At the confluence of the two rivers above Corrientes the Paraguay river comes in from the north, the Alto Paraná from the east. The Alto Paraná is difficult to navigate ; it is, in parts, shallow ; there are several rapids, and sometimes the stream is braided, its various channels embracing mid-stream islands. To the north is Paraguay, to the south, Argentina. Several small ports are called at on the way, but the first one of note is :—

Posadas, capital of the province of Misiones, 234 miles above Corrientes. A ferry plies the mile-and-a-half of river between Posadas and the Paraguayan town of Encarnación opposite ; the ferry links the railway from Buenos Aires (705 miles ; 34 hours), with the line to Asunción (270 miles ; 14 hours). The population of this modern town, founded in 1865, is 43,000. Yerba mate and tobacco are grown in the area.

Hotels : Savoy, Plaza, España, Ideal.

The port is a point of departure for visits to the ruins of the Jesuit settlements and to the picturesque Falls of Iguazú.

Not far from Posadas are 30 ruins of the old Jesuit missions amongst the Guaraní Indians from which the province of Misiones derives its name. Tourists cannot visit them all, but should not fail to see those at San Ignacio Miní, which can be reached by road in 2½ hours or by taking a launch up river for 31 miles (4 hours) to the small port of San Ignacio, and a bus to the ruins, some 3 miles away.

At San Ignacio Miní the grass-covered plaza, a hundred yards square, is flanked north, east and west by 30 parallel blocks of stone buildings with ten small, one-room dwellings to the block. The roofs have gone, but the three-foot thick walls are still standing except where they have been torn down by the *ibapoi* trees ; it looks as if there had been an arcade in front of each block. The public buildings, some of them still 30 feet high, are on the south side. In the centre are the ruins of a large church finished about 1724. To the right is the old cemetery, to the left the school and the cloisters of the priests. Beyond are other buildings which were no doubt the workshops, refectory and storerooms. The masonry, a red or yellow sandstone from the Paraná River, was held together by a sandy mud. There is much bas relief sculpture, mostly of floral designs.

The Jesuits set up their first missions amongst the Guaraní Indians about 1609. These were in the region of Guaíra, now in Brazil. One mission near the confluence of the Pirapo and Paranapanema rivers was named San Ignacio Miní. The missions flourished, and by 1614 there were 2,000 Indians living in San Ignacio Miní. Cotton had been introduced, the Indians wove their own clothes, dressed like Europeans, bred cattle, and built and sculpted and painted their own churches. But in 1627 they were heavily attacked by the slave-seeking bandeirantes from São Paulo in Brazil. By 1632 the position of the missions had become impossible, and 12,000 converts, led by the priests, floated on 700 rafts down the Paranapanema into the Paraná, only to find their route made impassable by the Guaíra Falls. They pushed for eight days through the impenetrable forests on both sides of the river, then built new boats and continued their journey ; 450 miles from their old homes they founded new missions, some in Paraguay, and some in Argentine Misiones. San Ignacio Miní was re-established on the banks of the small Yabebiri river, but moved 64 years later, in 1696, to the present site of its ruins. By the early 18th century there were, on both sides of the river, 30 mission villages with a combined population of over a 100,000 souls. San Ignacio Miní, at the height of its prosperity in 1731, contained 4,356 people. In 1767, Charles the Third expelled the Jesuits from Spanish territory. The Dominicans then took over control. After the departure of the Jesuits, there was a rapid decline in prosperity. By 1784 there were only 176 Indians at San Ignacio Miní ; by 1810, there was none. By order of the Paraguayan Dictator Francia, all the settlements were evacuated in 1817, and San Ignacio was set on fire. The village was lost in the jungle until it was discovered again in 1897. In 1943 the Historical Monuments Section of the Argentine Agricultural Directorate took control of the village. Some of the craft work turned out at the settlement can be seen at two museums in Buenos Aires : the Museo Colonial Isaac Fernandez Blanco and the Municipal Museum of Colonial Art.

A book by José Manuel Peramás, a priest who spent 12 years at the settlement, describes the life lived there. It has now been translated into Spanish.

The Iguazú Falls, one of the great sights of South America, can be visited from Posadas either by a road through Misiones Territory or by boat up the river. The Alto Paraná, cutting its way deeply through the Paraná Plateau, bends northwards beyond Posadas in a wide curve. About 217 miles up-stream from Posadas the Alto Paraná receives a tributary, the Iguazú, coming in from the east. It takes 36 hours by boat from Posadas to **Puerto Iguazú** at the confluence of the Iguazú and the Alto Paraná. (The falls lie some 12 miles up the Iguazú from this port). But it is a picturesque voyage through these sub-tropical waters ; the shores are heavily wooded and the banks high. Puerto Iguazú, the only small town within the boundaries of Iguazú Park, is splendidly set at a height of 200 feet above the stream ; there is a magnificent view of the river from the town. A road, 12 miles long, runs up to the Falls. In Foz do Iguassú, across the river on the Brazilian side, is the comfortable Hotel Casino Iguassú. On the Argentine side, at Puerto Aguirre, is the Hotel Cataratas.

The best season for a visit is from May to November. The Falls can be reached in three ways from Buenos Aires :—

(1) **By boats** of the Compañia de Navegacion Fluvial Argentina, with transshipment at Corrientes and Posadas, along the route already described.

The approximate times for the boat journey is as follows :—

From Buenos Aires to Corrientes ..	755 miles	3 days	(River Paraná).
,, Corrientes to Posadas	234 miles	36 hours.	
,, Posadas to Puerto Iguazú ..	217 miles	36 hours.	

(2) **By Rail and River :** The journey is comfortable, economical, and picturesque. There are sleeping and restaurant cars, good meals and wines. Passengers embark at the North Basin on a special combination river vessel and go up the Uruguay river to Concepción del Uruguay (114 miles). There they take the train northwards to Concordia (90 miles, 4 hours). Here it is divided into two sections : one goes to Corrientes *via* Federal and Curuzú Cuatia to Corrientes ; the other runs close by the river through Monte Caseros, Paso de los Libres, Guaviraví (station for Yapeyú, the birthplace of General San Martín), Santo Tomé and Apóstoles to Posadas, so crossing the Province of Corrientes. Posadas is reached by this route in thirty-nine hours. Steamer is taken at Posadas to Puerto Iguazú.

There is also a good road, with bus services, from Posadas to the Iguazú Falls. The most successful colonisation in Argentina of late years has been at **El Dorado,** on this route. This prosperous small town is surrounded by flourishing yerba, tung tree, citrous, eucalyptus and tobacco plantations. There are tung oil factories, sawmills, three-ply factories, yerba drying installations and a citrus packing plant. There are two good hotels (*La Colina* and *Buddenburg*) and a number of guest houses.

(3) **By Air :** There are air services to the Falls from Buenos Aires, from São Paulo and Curitiba, in Brazil, and from Asunción, Paraguay.

The Falls and Cataracts of Iguazú surpass in grandeur both Niagara and the Victoria Falls. Their reputation is due in part to their great size and partly to the beauty of the great number of cascades. Set in the midst of virgin forest where the trees are bright with orchids and serpentine creepers festooning the branches, they present a spectacle of immense beauty.

The Iguazú River is a tributary of the Paraná. The word is Guarani for " Great Waters." The river rises in the hills of Curitíba (Brazil) and receives the waters of some thirty streams. Above the main falls the river, sown with wooded islets, opens out to a width of 4,360 yards. There are cataracts for two miles above the 200 ft. precipice over which the water pours on a frontage of approximately 2,700 yards. The height exceeds that of Niagara by some 30-40 ft., and the width by one-half, but many of the cataracts are broken midway by ledges of rock. The months of May and July, in which the river is normally in flood, are not the best for spectacular effect, although the rushing water in its surroundings of begonias, orchids, fern, palms, bamboos, bushes, and creepers, with myriads of magnificent butterflies, is always majestically beautiful.

The several falls have distinctive names. Of those on the Argentine side the San Martín Falls are glorious ; the Bossetti, the most turbulent and picturesque, is usually crowned by a rainbow ; the Two Sisters are smaller. Mitre, the Three Musketeers, and the Devil's Throat, are best seen from an island reached by canoe ; waterproofs and sandals are needed during a close inspection.

To see the falls from the Brazilian side it is necessary to cross the river from Puerto Iguazú to Foz do Iguassú. A paved roadway runs from this port to the falls.

The Iguazú Park or, as it is sometimes called, the National Park of the North, containing a large area round the falls, is administered from Puerto Iguazú. The fauna of the park is rich and various, but hunting is not allowed. Fishing—and the waters teem with salmon (pirapitá), dorado and pacu—is permitted. October and November are the best months. Permits and information can be got from the Park Superintendent at Puerto Iguazú. Horses can be hired for riding.

Up the Rio Uruguay (940 miles) the eastern boundary of Mesopotamia : boats of the Compañia de Navegacion Fluvial Argentina have 6-day services on the river as far as Concepción del Uruguay, where they connect with passenger trains to Corrientes and Posadas.

Boats leaving Buenos Aires, go past Martín García island, and enter the wide estuary of the Uruguay river. At 120 miles from Buenos Aires, the Uruguayan town of Fray Bentos is seen to the right. The river now becomes braided into channels and islands. Opposite it, on the left, is the mouth of Gualeguay river ; 12 miles up the river is **Gualeguaychú,** connected with Fray Bentos by local steamers four times a week. The town, which has frigorificios and tanneries, can be reached by rail from Buenos Aires (230 miles) and Concordia. Population, 40,000.

Hotels : Comercio, Paris.

Concepción del Uruguay, the first Argentine port of any

significance on the river, was twice, in the 19th century, the capital of Entre Rios Territory. It was founded in 1778 and was the scene of a sharp revolutionary engagement in 1870, the year in which Urquiza was assassinated in the San José Palace. It is the river terminus of the Cía de Navigación Fluvial Argentina's boat service from Buenos Aires. It has a famous National College (secondary school). There are train services to all parts of Mesopotamia. A large trade is done with Uruguay. Population : 37,000.

Hotels : Grand, Concordia, Paris.
Local Steamers : Daily to Paysandú (Uruguay).

Some 23 miles above Concepción del Uruguay, past the Uruguayan port of Paysandú, is **Colón** ; here is Liebig's Extract of Meat Company. The river is more picturesque here with cliffs visible from a considerable distance. About 65 miles above Colón, a little down-river from the Uruguayan city of Salto, is

Concordia, one of the chief towns in Entre Ríos, doing a considerable business with Uruguay, Brazil and Paraguay. This prosperous city, with a population of 60,770, has some quite splendid public buildings, and amenities in the way of a racecourse, rowing, and a 9-hole golf club. It used to be one of the best angling centres in Argentina but the fishing is now pretty poor. Three miles out is Rivadavia Park, with a circular road used occasionally as a motor-racing track ; there are pleasant views here of the river.

The river is impassable for large steamers beyond the rapids of Salto Chico (" small waterfall ") near the town, and Salto Grande (" big waterfall ") 20 miles up-river. They can be visited by motor car. Beyond them the river is generally known as the Alto Uruguay.

Hotels : Colón, Imperial, Argentino, Central.
Railways : Three day trains a week from Buenos Aires (Chacarita Station), 330 miles, by Urquiza line. The line runs *via* Santo Tomé to Posadas, 372 miles.

About 95 miles upstream from Concordia lies the small port of **Monte Caseros,** with the Uruguayan town of Bella Union, on the Brazilian border, almost opposite. Above Bella Union, the Alto Uruguay is the boundary between Argentina and Brazil. Sixty miles above Monte Caseros is **Paso de los Libres,** with the Brazilian cattle town of Uruguayana opposite : a road and rail bridge join the two. The railway from Buenos Aires to Posadas runs through the town ; from Uruguayana there is a line eastwards through Rio Grande do Sul to Porto Alegre. Paso de los Libres was founded in 1843 by General Madariaga ; it was here that the Argentine refugee General crossed the river from Brazil with his hundred men and annexed Corrientes province for Argentina. Road to Paraná.

For over 200 miles above Paso de los Libres the Alto Uruguay, running over the Paraná plateau, is the eastern boundary between the province of Misiones and Brazil. There are several small river ports ; from one of them, Santo Tomé, the railway from Buenos Aires strikes north across Misiones Territory through Apostoles for Posadas.

For generations there has been a good deal of cattle rustling and smuggling between Argentina and Brazil across this stretch of river when the difference in price between one side and the other makes it profitable.

PATAGONIA.

South of the Río Colorado is the vast plateau known to the English as Patagonia, but to the Argentines, until lately, as the Gobernaciones (Territories). The area has now been sub divided into the Provinces of Neuquén, Río Negro, Chubut, Santa Cruz and the Territory of Tierra del Fuego. The name comes from "Patagones," or big feet, apparently, according to legend, the Spanish explorers' nickname for the aborigines of the extreme south.

Patagonia contains a quarter of the national territory, but has a population of only 430,600—little over a fortieth of the total population; its density over a wide area is less than one person to the square mile. The country is delimited to the west by the Andes, which decrease in height to the south, where they are heavily glaciated. At the foot of these mountains lies a series of lakes in a long trough or depression which reaches, with some obstruction, from the southern seas as far as Lake Nahuel Huapí. Over the whole land there blows a boisterious, cloud-laden shifting wind which raises a haze of dust. But temperatures, considering the latitude, are moderated by the proximity of the sea and are singularly mild, neither rising high during the summer nor falling low during the winter. Even in Tierra del Fuego, where the warmest summer months average 51° F., the winter days average as high as 35°. Northwards the summer temperatures rise: it is 58.6° at Santa Cruz, 64.6° at Colonia Sarmiento, and as high as 75.4° in the valley of the Río Negro. Rain falls mostly in the winter, but there is never much of it: not more than 5 inches a year. The whole eastern part of the area suffers from a lack of rainfall and the land is more or less desert. The desert is sharply cliffed as it falls to the sea, and the tidal range is so great that (except at Puerto Madryn and Punta Arenas) it is difficult for ships to tie up at the ports. Deep crevices or canyons intersect the land from east to west. Few of them contain permanent water, but ground water is easily pumped to the surface. The great sheep estancias are along these canyons, sheltered from the wind, and in the depression running north from the Strait of Magellan to Lakes Argentino and Buenos Aires and beyond. During a brief period in spring, after the melting of the snows, there is grass on the plateau for the sheep. Most of the land is devoted to sheep raising. Sheep are clipped for wool or slaughtered at the frigorificios at Santa Cruz, Río Gallegos and San Julian, or—in Tierra del Fuego—at Puerto Deseado and Río Grande. The wool is carried to port by waggon and lorry and railway, and shipped north to Buenos Aires. It is good wool, but often heavy with sand. There are 18.7 million sheep in the area, yielding an average of 50,500 m. tons of wool a year. Wild dogs and the red fox are the sole enemies. Cattle ranching, though possible in places, is little practised except between Neuquén and Diez y Seis de Octubre in the north.

Because of the high winds and insufficient rainfall there is little or no agriculture except in the north, in the valleys of the Colorado and Negro rivers. Some cattle are raised in both valleys where irrigation permits the growing of alfalfa. A large acreage has been irrigated from the Río Negro dam near Neuquén and here, as a supplement to cattle raising, orchards have been added. Fruit

growing has been highly successful in this Río Negro oasis. To-day it grows more pears than the whole of the rest of Argentina, and nearly as many apples.

Where the provinces of Neuquén and Río Negro meet there is a group of lakes at the foot of the Andes. A great National Park, one of the summer holiday resorts of the Argentines, embraces this vast lake district.

Patagonia has two other notable assets : Argentina's main oilfield is at Comodoro Rivadavia, on the Chubut coast ; another, but less productive zone, is based on Plaza Huincul, in the Province of Neuquén ; and in the south is the Río Turbio coalfield, the largest in Argentina.

Discovery and Colonisation : The coast of Patagonia was first visited by a European late in 1519, when the Spaniard Ferdinand Magellan, then in the service of Portugal, was on his voyage round the world. Early in 1520 he turned west into the strait which now bears his name and there struggled with fierce headwinds until he reached that Sea of Peace he named the Pacific. All later European expeditions which attempted to land on the coast were repelled by the peculiarly dour and treacherous native Indians of Patagonia, but these were almost entirely wiped out in the wars of 1879-1883 against them, generally known as the " Campaign of the Desert." But before this there had been a long established colony at Carmen de Patagones ; it shipped salt to Buenos Aires during the colonial period. There had also been a settlement of Welsh people at Puerto Madryn since 1865. After the wars colonisation was rapid, the Welsh, Scots, and English taking a great part. Immigrants followed the coast southwards from Bahia Blanca, and moved inland up the canyons. Chilean sheep farmers from Punta Arenas moved northwards along the Depression at the foot of the Andes, eastwards into Tierra del Fuego, and northwards to Santa Cruz. In 1881 the Welsh colony at Madryn formed another at Trelew, 43 miles away. Different European nations have arrived in the land since. One of the most curious facts of history is that this distant land gave to Wales, in Welsh, one of its most endearing and well-written classics. The book, *Dringo'r Andes* (Climbing the Andes), was written in Patagonia by a woman, one of the early settlers.

Ports and Towns of Patagonia.

In all Patagonia there is only one town—Comodoro Rivadavia—which has a population of over 15,000. Most of them are small ports, dead towns except during the few months when the wool clip is being shipped north. They lie at the mouths of the few rivers in the area, but the high tidal range makes it impossible in most of them for ships to tie up at the docks. The few railways which run inland from the ports have little traffic except during the sheep-shearing season.

Communications : The ports are served from Buenos Aires by the Importadora y Exportadora de la Patagonia Company (Av. Roque Saenz Peña). These boats usually go as far as Río Gallegos. The ports can also be visited by the 'planes of Aerolíneas Argentinas. There is a rough road through the ports from north to south as far as

Río Gallegos ; it goes on to Punta Arenas (Chile).

Vessels of the Flota Carbonera del Estado, carrying passengers, cargo and coal, call at the chief ports of Patagonia. The Ministry of Marine has a steamer service between Buenos Aires and Ushuaía (Tierra del Fuego), with calls at the various ports.

The island of **Tierra del Fuego** is divided between Argentina and Chile, the boundary running north and south between longitudes 68 and 69. The Argentine area covers 20,000 square kilometres and has a population of 6,742. The northern part is a flat tableland, bare of trees, but well-watered. To the south of this tableland the Andes run eastwards, falling into the sea in sheer rock walls fissured with glaciated fjords reminiscent of Norway. The largest town is

Ushuaia, the most southerly town in the world ; it faces the Beagle Channel, named after the ship in which Darwin sailed the Channel in 1832. There are impressive views of snow-clad peaks, rivers, waterfalls, and dense woods. Its few inhabitants (1,800) are engaged in sheep raising, timber cutting, fishing, and trapping. The sheep are driven to a frigorifico at Rio Grande which slaughters more than a quarter of a million annually for exportation. The area's trade is mostly with Magallanes (Chile).

Río Gallegos, on the mainland, at the mouth of the Río Gallegos, is the capital of Santa Cruz Province. The spring tides here reach the extraordinary height of 52 ft. above the ebb. A frigorifico is operated by Swifts. Tallow-making is the chief industry and there is a large trade in wool and sheepskins. A railway (162 miles) runs to the coalfield of Río Turbio, where 80,000 tons a year are mined and shipped north through the port. There is a good road to Punta Arenas (188 miles) and a weekly steamer. Occasional steamers, and a daily air service, to Buenos Aires, 1,600 miles. There are some colourful cave paintings near by. Population : 12,900.

Hotels : Gran Paris, Argentino, Gran España.
Bank of London and South America.
Cables : Western Telegraph Co., Ltd. Agent : A. M. Gallie, Casilla 65.

Santa Cruz, 135 miles north of Río Gallegos, one of the best of this group of harbours, is near the mouth of the Santa Cruz river, which drains Lake Argentina at the foot of the Andes. Population : 3,000. Launches go up the river to the lake. About 185 miles to the north is **Puerto Deseado.** Lago Buenos Aires, which covers an area of 580 square miles, can be visited from this port by taking train (9 hours) north-west to Colonia Las Heras, and continuing by road (124 miles). It was at P. Deseado that a Welshman in Cavendish's expedition of 1586 gave the name of pengwyn (white head) to a certain strange-looking bird. With a slight alteration to penguin (the English are not very good at foreign spellings) the bird has gone by that name ever since.

About 41 miles to the north is **Comodoro Rivadavia,** now a military zone and the most important source of petroleum in Argentina. A 1,100-mile pipeline conducts the natural gas to Buenos Aires. Population : 32,000. A railway runs inland to (120 miles) Colonia Sarmiento, on Lake Musters, near the large Lake Colhué Huapí. There is a road westwards from Colonia Sarmiento to Puerto Aysen, in Chile. A branch from this road goes southwards to Lago

Buenos Aires.

Hotels : Colón, España, Europa, Gran.
Bank of London & South America, Ltd.

Some 186 miles to the north is **Trelew,** founded by a Welshman in 1881, and now a prosperous commercial town served by a local railway, buses, and Aerolineas Argentinas. Population : about 11,000. **Rawson** (2,500 people), the capital of Chubut Province, is on the Chubut river, 12 miles to the E and 7 miles from the coast. A railway runs from Rawson SW to Las Plumas, passing through Trelew, Galman and Dolavon ; another runs N to (43 miles) Puerto Madryn. Rawson is at the junction of highways from Madryn, San Antonio Oeste and Comodoro Rivadavia. It has a beach. Products : fish, fruit, livestock.

Trelew Hotels : Touring, Galicia, Piramides.
Bank of London & South America, Ltd., Trelew.

Puerto Madryn, in Chubut, a small port on a good bay, Golfo Nuevo, was founded by the Welsh colonist, Parry Madryn, in 1865. Its population is 5,000. The Belgrano railway runs south to Trelew, Dolavon and Rawson.

Hotels : Playa, Suguero.

On July 28, 1865, one hundred and fifty Welsh immigrants landed at Puerto Madryn, then a deserted beach deep in Indian country, for the only settlement between it and the Río Salado, which reaches the Atlantic 100 miles S of Buenos Aires, was at Patagones, at the mouth of the Río Negro, 200 miles N of Madryn. After three weeks they pushed, on foot, across the parched pampa and into the Chubut river valley, where there is flat cultivable land, from four to ten miles wide, along the riverside for a distance of 50 miles upstream. Here, maintained in part by the Argentine Government, they settled, but it was three years before they realised the land was barren unless watered. They drew water from the river, which is higher than the surrounding flats, and later built a fine system of irrigation canals. The Colony, reinforced later by immigrants from Wales and from the United States, prospered, but in 1899 a great flood drowned the valley and some of the immigrants left for Canada. The last Welsh contingent arrived in 1911. The object of the colony had been to create a " Little Wales beyond Wales," and for three generations they kept the Welsh language alive through their schools and newspapers and chapels. The language is, however, dying out in the fourth generation, and the fertility of the valley is threatened by *salitre,* or salts which have risen to the surface after much irrigation. There are many sheep estancias in the valley.

A railway, 43 miles long, runs from Puerto Madryn to Trelew. It goes on another ten miles to Rawson.

A 155 miles to the north, in the Gulf of San Matias, is **Puerto San Antonio Oeste,** a small port of 5,000 inhabitants. This is the northern terminus for the bus services of Transportes Patagonicos ; these link all the ports named with Punta Arenas, 1,300 miles to the south. From San Antonio Oeste the Roca railway line runs *via* Viedma to Bahia Blanca and Buenos Aires, and westwards to (390 miles) Bariloche, on Lake Nahuel Huapí.

Viedma, the capital of Río Negro Province, is 122 miles E of San Antonio. It stands opposite Carmen de Patagones, about 17 miles from the mouth of the Río Negro. A railway and a road bridge span the great river and join the two towns. Population : 7,000.

Hotels : Roma, Viedma.

Carmen de Patagones, standing on higher ground on the north bank, is the more attractive of the two. There is a good view of both from the Cerro de la Caballada, back of the town. On this hill stands a monument commemorating an attack on the two towns by

a Brazilian squadron in 1827.

River steamers ply up the islanded river, which is a mile wide in parts, to the island of Choele-Choel, the centre of the irrigated fruit orchards of the Negro valley. The steamers go up the river as far as Neuquén.

Hotels : Gran Argentino, Percaz.

A hundred miles to the north is the Río Colorado, the northern limit of Patagonia.

Northern Patagonia has four routes of travel : the two rivers, the Colorado and the Negro, and two railway lines. The more northern line runs from Bahía Blanca across the Río Colorado and along the valley of the Negro to Neuquén and Zapala ; the southern line runs from Bahía Blanca southwards across the Colorado to Viedma and then westwards through San Antonio Oeste to Bariloche and the Lake District. The Lake District can also be easily reached from Zapala.

Southern Lake District.

This **Lake District** contains a series of great lakes strung along the foot of the Andes some 400 miles west of the Atlantic coast. On the far side of the Andes, in Chile, lies another large system of lakes : these are easily visited through the low pass between them at Puerto Blest. The western ends of these lakes cut deeply into the mountains, their water lapping the glacier ice cliffs of some of the most spectacular mountains in the world ; their eastern ends are contained by the boulders and shingle dropped there by the shrinking glaciers. The water is a deep blue, sometimes lashed into white froth by the region's high winds, sometimes so still that the mountains are deeply mirrored in them.

Holiday makers go mostly to the more southern in this group of lakes, and particularly to Lake Nahuel Huapí. This lake and its surroundings, an area of 3,030 square miles, was set aside in 1903 as a National Park. The park contains the most diverse and spectacular natural phenomena : lakes, rivers, glaciers, waterfalls, torrents, rapids, valleys, forest, bare mountains and snow-clad peaks. Nature has here reproduced the Norwegian fjords, the Scottish lochs, the loveliness of Swiss and Italian lakes, the eternal snow-clad peaks of the Rockies of Yellowstone Park, the panoramas of the Alps and the Pyrenees.

The whole park is enveloped in abundant vegetation. Age-old trees, some of which reach a height of one-hundred-and-fifty feet or more, form vast forests, and alternate with flower-decked prairies and clumps of wild berry-laden shrubs. Native fauna in a large variety of species inhabit these regions.

But the outstanding feature of this national park is the splendour of the lakes. The largest of these is Nahuel Huapí, covering an area of 800 square kilometres and over 330 yards deep in places. It is at an altitude of 2,516 feet above sea level, in full view of the snow-covered peaks of the Cordillera and of the forests clothing the lower slopes. Mount Tronador commands the scene. The blue waters of the lake, the mountains, and the loneliness give it a singular charm. Some 40 miles long, and not more than 6 miles wide, it is very irregular in shape ; long arms of water, or brazos, which look like

fjords, stretch far into the land. There are many islands. The largest is the Isla Victoria, on which is the forest research station where the Directorate of National Parks carries out its work of acclimatising new species of vegetation. A Zoological Board is making additions to the existing indigenous fauna.

Lake Nahuel Huapí is drained eastwards by the river Limay ; beyond its junction with the river Neuquén it becomes the Río Negro. The Limay has the best trout fishing in Argentina. The season is from early November to the end of March. A mere sand bar in one of the northern brazos separates the lake of Nahuel Huapí from Lake Correntoso, which is quite close to Lake Espejo. Lago Traful is a short distance to the north-east. South of Nahuel Huapí there are other lakes. The three main ones are Mascardi, Guillelmo, and Gutierrez. There is a motor road to them from Bariloche.

Summer is cool at the lakes and the winters are comparatively mild. June is the rainy month. During January to May, the summer winds are sometimes calmed and there are magical mirrorings. in the lakes.

The lakes, and particularly Nahuel Huapí, are well served by boats of all kinds. On Nahuel Huapí the National Parks Board has a 300-ton steamboat, the *Modesta Victoria*, which carries 150 passengers in great comfort. It is also able to embark two motor cars for the convenience of passengers touring the lake district.

The lakes are full of fish, and attract numbers of fishermen, not only from Argentina but even from European countries. Lake Traful is considered the best for fishing. Its transparent waters include a great variety, frequently reaching a weight of as much as 15 lbs. Permission to fish should be obtained from the fishing administration at Bariloche (10 pesos fee).

There are hotels and private establishments in picturesque positions near beaches, peninsulas and back-waters. Apart from sailing and boating, there is ample scope for golf, mountaineering, walking, ski-ing, fishing, and even shooting (though a special license is required for this). The climbing may mean a ride on horseback or a skilled physical tussle on the slopes of the Tronador mountain which looms over the area. There are many ski slopes supervised by the Club Andino at Bariloche. It has excellent shelters on some of the peaks for the convenience of mountaineers. Firing, light and food are provided at these points. The favourite ski-ing slopes are on Cerro Catedral, where there is a cable ski lift.

Swimming is not possible : the water is too cold. There is good motoring on the 250 miles of highways which thread the park. An excellent booklet : *Nahuel Huapí : National Park*, has been produced by the Ministry of Agriculture. It would be foolish to go into the park without it, for it contains a mass of information of all kinds and excellent maps and photographs. It can be obtained at the tourist agencies. With the aid of the maps it is easy to plan numerous excursions. An excursion not mentioned in the edition we have is to a very attractive village called **El Bolson** : it is 81 miles south of Bariloche and halfway to the small town of **Esquel** (4,000 inhabitants), in good Andean hunting country. The road to El Bolson and Esquel goes past the beautiful lakes of Gutierrez, Mascardi and Guillelmo and over fine mountain passes. *Hotel Piltriquitron* at El

Bolson is a fairly good hotel, and there is excellent fishing in the area. Within half an hour's drive of the village are lakes Puelo and Epuyen. The valley, set between high mountains, is most attractive. The farms and the orchards sell their produce at Bariloche, which can be reached in about 4 hours by car. Twice a week there is an omnibus service between Bariloche, El Bolson, and Esquel.

Bariloche (San Carlos de), on the southern shore of Lake Nahuel Huapí, is without doubt the best centre for exploring the National Park. It is a town of about 18,000 inhabitants and steep streets, its wooden chalets perched Swiss fashion upon an old moraine at the foot of Cerro Otto. To the south lie the heights of the Ventana and the Cerro Colorado (7,000 ft.). The place is naturally full of hotels and boarding houses, and is inclined to be dusty at times.

Museum : The " Perito Francisco Moreno " Nahuel Huapi Museum.
Hotels : Correntoso ; Arrayan ; Bella Vista ; Tres Reyes ; Gran Roma ; Huemul (road to Llao-Llao, Km. 1½) ; Tunquelen (same road, Km. 24). Some 17 miles away, the superb Llao-Llao.

The route to Chile from Bariloche is as follows : By boat across the lake to Puerto Blest, on one of the arms of Lake Nahuel Huapí : the Brazo Blest. A short bus ride is taken to Puerto Alegre, on Lago Frias, which is crossed in 20 minutes, to Puerto Frias. The Argentine Customs is here. A road over the Perez Rosales Pass leads to Casa Pangue, in Chile. For the routes from Casa Pangue to Santiago or Puerto Montt in Chile, see the chapter on Chile.

Approaches : There are four ways of reaching the lakes from Buenos Aires : by rail to Bariloche ; by rail to Zapala and on by road ; by road to Bariloche ; and by air.

By Rail to Bariloche : Trains leave Constitución station, B.A. daily during the summer for Bariloche direct, crossing the fertile Buenos Aires province and the bleak Río Negro Territory. The train is equipped with a comfortable restaurant, and sleeping cars, and most of the dust is excluded. In some 42 hours the beautiful little station built on the outskirts of San Carlos de Bariloche, on the shores of Lake Nahuel Huapí, is reached. Conveyances at the station take travellers to their hotels in the town, or arrangements can be made for reaching the outlying hotels. These hotels, though usually small, take from 50 to 80 persons each, and are scattered at relatively short intervals throughout the entire park ; they can always be found at those points where the scenery is especially good.

By Rail to Zapala, 850 miles, 37 hours : This is the previous route as far as Bahía Blanca. From Bahía Blanca to Zapala is 464 miles (19 hours). The railway, after following the Río Colorado for some distance, crosses it and turns into the valley of the Río Negro, where large, irrigated fruit growing areas can be seen from the train at (213 miles) Choele-Choel and at (293 miles) Villa Regina. **Neuquén** (311 miles), the capital of Neuquén Province, is not far from the great Río Negro Dam which has made this irrigation and fruit growing possible. (The town has 15,000 inhabitants. Launches ply down the Río Negro to Carmen de Patagones. Some 12 miles from Neuquén is the ex-Roca railway's experimental fruit farm at Cinco Saltos. A number of British fruit farmers live in this area

irrigated from the Río Negro dam).

A road runs parallel to the railway from Bahia Blanca to Neuquén, where it branches, one following the railway to Zapala, and the other turning south to Bariloche, 325 miles away.

About 90 miles beyond Neuquén the railway reaches the oil zone at Challaco and (13 miles further) Plaza Huincul. **Zapala,** the terminus of the line, is 154 miles from Neuquén. Bariloche is 340 miles to the south by a road which runs through Junin de los Andes and San Martín de los Andes. A short detour from Junin leads to the very beautiful lake of Huechulafquen ; from Junin, too, a motor road runs west over the Mamuil-Malal Pass through glorious scenery to (75 miles) Pucon, on Lake Villarrica, in Chile ; there are splendid views of the beautiful Chilean volcano, Lanín, on the way. San Martín is a lovely little town at the eastern end of Lake Lacar ; the road goes on *via* Lago Hermoso and Villa Angostura (a beautiful drive) to Bariloche.

Enquiries should be made at Buenos Aires as to the state of the roads to Bariloche before setting off. Certain portions of the road are not in very good condition, and it is a long journey of 1,200 miles.

By Air : Aerolíneas Argentinas fly daily from Buenos Aires to Bariloche during the season.

ECONOMY.

Forest covers 32 per cent. of the country, 14 per cent, is unproductive, 41 per cent. is natural or artificial prairie ; only 10 per cent. (or 26.2 million hectares) is cultivated. Some million hectares are irrigated, mainly in the oases at the foot of the Andes or of the Sierras of Córdoba.

On average, no less than 91.5 per cent. of the export trade by value is provided by pastoral farming and arable farming. A high percentage of the country's livestock breeding and cereal growing is enclosed within an arc centred on Buenos Aires and with a radius of 370 miles, that is, in the Pampa—the provinces of Buenos Aires, Córdoba, Entre Rios, La Pampa, and Santa Fe. The area so defined contains the most fertile soil in the republic, possibly, even, in the world, and enjoys a climate ideally suited both for the growing of grains and the breeding of livestock. But even in this area agriculture is subject to three drawbacks : frost, drought, and the locust. Late frost sometimes causes serious damage to young crops ; at intervals there are droughts which parch the growing crops and kill some of the cattle ; and the northern parts (mostly outside the pampa) are pestered with locust swarms which devour everything in their way. The area covered by the insects is occasionally enormous, and it is an impressive and alarming sight to see them advancing.

Within the pampa there are two main types of farming : the " camp " and the " chacra." In Argentina, camp means the estancia or ranch, the pastoral as distinct from the cultivated chacra ; the chacra is cultivated to be turned into camp, and the camp in due course is cultivated again as chacra. Near the cities, the quintas, which are small chacras, are often orchards supplying fruit or vegetables to the urban population. Estancieros often lease lands to the chacareros, usually for wheat growing. This withdraws the land

from stock for from three to five years ; at the end of this term it is sown to alfalfa and returned to stock again, and the chacarero moves on to develop some other piece of land from the wild camp and later sows it to alfalfa. Alfalfa is the pivot of both great industries : without alfalfa neither the grain belt nor the livestock trade could have been developed.

Within the pampa, both types of farming are not only complimentary : they are also, in a sense, competitive : the pampa is now so developed that if one activity increases, the other must automatically decrease. The following table of seeded areas shows how feeding grains, due to the comparative boom in cattle raising, have been increased at the expense of the grains.

Group of Crops	Average 1935/36-39/40 '000 hect.	%	Average 1947/48-51/52 '000 hect.	%	Year 1955/56 '000 hect.	%
Grain (1)	20,661	76	15,554	64	15,781	61
Forage (2)	5,426	20	7,104	29	(6) 8,050	31
Total	26,087	96	22,658	93	23,831	93

(1) Comprises cereals, linseed, and sunflower. (2) Comprises alfalfa and Sudan grass.

The following table makes clear the dependence of Argentina upon pastoral and arable farming :—

Product of	Percentage of whole export by value. 1953	1954	1955	1956
Pastoral farming	47.6	47.0	47.7	52.2
Arable farming	43.7	45.7	44.2	39.8
Forest	2.2	4.5	2.9	2.8

The main pastoral farm exports are meat and its by-products : hides, wool, and dairy produce.

The main arable farm exports are the cereals and linseed and flour.

This table gives the grain sowings, in millions of hectares, and the crop, millions of m. tons :—

	1946-47 Sowings	Crop	1954-55 Sowings	Crop	1955-56 Sowings	Crop
Wheat	6.7	5.6	5.9	7.7	5.2	5.3
Linseed	1.9	1.0	.8	.5	.7	.2
Maize	3.6	5.8	3.0	2.6	2.9	3.9
Oats	1.6	.7	1.4	.9	1.5	.7
Barley	1.4	1.2	1.1	1.1	1.3	1.0
Rye	1.9	.6	2.5	.8	2.6	.7

Estimates of sowings, 1956-57, in millions of hectares : wheat, 7.1 ; oats, 1.1 ; barley, 1.3 ; rye, 1.1 ; linseed, .7.

Export of the grains, in tons :—

	1955	1956		1955	1956
Wheat ..	3,581,900	2,529,729	Barley ..	495,000	586,428
Maize ..	375,100	1,058,099	Rye ..	319,300	155,401
Oats ..	97,300	280,244	Wheatflour and by-products	268,700	230,700

Value of grain exports, 1955—U.S.$322.8 millions ; 1956—U.S.$279.4 millions.

Value of flour exports, 1955—U.S.$19.8 millions ; 1956—U.S.$11.2 millions.

Livestock and livestock industry : The products of the livestock industry—meat, hides and wool—are even more important in terms of export value than the products of arable farming.

Cattle : 45.4 million cattle (38.4 per cent. of them in the Province

of Buenos Aires) are sharply divided into two main types : the improved cattle of the Humid Pampa (Shorthorns, Herefords and Aberdeen Angus) providing beef for export, and the barely improved criollo cattle north of the tick line raised for local consumption or the comparatively undiscriminating demand of neighbouring countries. The growth of this great industry is dealt with in the Introduction. But the export of beef and cattle products generally is not what it was : the pressure of a growing population upon the supplies is strong. (Local consumption of meat is 182 lb., per head a year). In 1939, 38.7 per cent. of the slaughterings were for export, 61.3 per cent. for home consumption. In 1954, slaughterings for export had fallen to 13.4 per cent., and slaughterings for home consumption risen to 86.6 per cent.

Meat Trade : Of the 17 freezing works in the Argentina, 11 are on the River Plate, 1 at Bahia Blanca, and 5 in Patagonia. About a million cattle and 700,000 sheep are treated in Uruguayan freezing works and these, although outside Argentine jurisdiction, form an integral part of the River Plate meat trade.

Meat exports during 1955 and 1956 were as follows :

	1955	1956
Frozen beef, quarters	1,159,900	1,762,244
Chilled beef, quarters	1,519,800	3,353,325
Frozen mutton, carcases ..	370,900	241,370
Frozen lamb, carcases	3,094,500	2,559,197
Meat preserves, m. tons ..	117,300	109,137

Total value : 1955—U.S.$205.1 millions ; 1956—U.S.$232.3 millions.

Meat is preserved by other means than refrigeration, and a full account of the products of the meat trade must take account of the cooking and canning of meats and tongues, the manufacture of meat extract, sausage and jelly, the salting of beef and pork, the curing of hams, the drying and salting of tripe and other offals. Pork also is exported in a hard frozen condition.

The by-products of the meat trade are more numerous than is generally recognised. Apart from the inedible fats commonly sold as tallow, a variety of edible beef and mutton fats are produced and used to make margarine, lard substitute for cooking and for industrial purposes. According to their kind, bones are used to manufacture bone articles, or to be converted into glue, and the residue of glue making is used to make animal charcoal for sugar refining, black pigments, poultry foods, manures, or to make potters' china. Hair and bristles, horns and hoofs, ox-galls, dried blood, sausage casings and the various glands are all utilized.

Around the larger cities, and particularly near Buenos Aires, there is a good deal of dairy farming to provide milk, butter, and cheese for the urban dwellers, but exports are falling away as home demand increases. Casein (used for making buttons, galalith fancy goods and paper) is, however, exported. Associated with dairy farming is the raising of poultry and the keeping of bees. Exports of both poultry and honey are small.

Exports :—	1952	1955	1956
Butter (tons)	950	12,800	15,303
Casein (tons)	18,018	37,360	31,001

Total exports of dairy products were valued at U.S.$29.5 millions in 1955 and U.S.$27 8 millions in 1956.

Sheep : There are to-day some 47.4 million sheep in Argentina ; there were 74,000,000 in 1895; 27 per cent. of these are in the Province of Buenos Aires, and 36 per cent. of them in Patagonia and Tierra del Fuego. Most of the rest are in Entre Ríos, Corrientes and La Pampa. Merinos were introduced in 1810 ; by the middle of the 19th century wool was the most important export. When the freezing plants started work in 1883 there was a sudden change in sheep breeding : the Merino declined and Lincoln, Romney Marsh, Hampshire Down and Shropshire sheep were introduced. To-day there are two main groups : sheep for wool production, and sheep for wool and mutton production, such as the crossed Lincolns of large frame in the Province of Buenos Aires. Patagonia produces, in the main, the domestic demand for fine and fine crossbred wools ; the littoral zone produces coarse and coarse crossbred wools and mutton. Cattle seem to be gaining ground at the expense of sheep in the littoral, but this alternative is not open to Patagonia.

Argentina is second only to Australia among the **wool** exporting countries of the world. The U.S. takes about 30 per cent. of the exports, which account for 14 per cent. of the country's total exports by value. The clip is about 188,000 m. tons, of which 60,000 m. tons are used up locally. The Province of Buenos Aires produces 40 per cent. and accounts for about four-fifths of the coarse wool. Production has fallen 30 per cent. between 1945 and 1956. Wool is shipped mostly in the greasy state.

Exports in m. tons : 1955—109,226, value U.S.$124 millions ; 1956—105,500, value U.S.$119.2 millions.

Horses : Since 1930, with the advent of mechanisation, the number of horses has been steadily falling from the peak of 10 millions to the 5.8 millions of to-day. The lighter breeds are mostly Hackneys and Arabs ; the excellence of the ponies is obvious to anybody who has watched an Argentine polo match.

Asses and mules (500,000) are confined to the hills and the mountains.

Pigs are mainly of the dark skinned brands—Duroc Jerseys, Poland Chinas and a diminishing number of Berkshires. Pig carcases not consumed locally are exported frozen, and to a smaller extent, salted. The pig population (3,858,000 in 1956) is very unstable : growth and decay in numbers seems to be linked with the price of maize. When maize prices are low, pigs increase ; when high, they fall off.

Hides, Bristles, Hair : The annual production of about 8 million cattle hides and 3 million calfskins makes Argentina one of the main sources in the world. The hides are exported both in the wet salted state and in the dry state to North American and European tanneries. Also exported is cattle hair in the form of ear hair for making artists' brushes, and tail hair ; pig bristles ; and horse hair graded as " south," or " west," or as " mixture " and " long tails."

The number of hides and skins exported is :—

	1954	1955	1956
Salted Ox Hides	4,618,800	5,637,630	7,245,833
Dried Ox Hides	1,232,900	874,433	1,414,451
Salted or dry Calf Skins	695,900	785,781	591,324
Salted or dry Horsehides	84,250	169,353	243,471
Sheepskins (tons)	14,800	16,706	20,251

Total value, 1955—U.S.$55.0 millions ; 1956—U.S.$63.3 millions.

Other produce : Argentina, naturally, has sought a greater diversity in her products and has achieved a certain success with fruit, cotton and forestry, but it is only comparatively insignificant volumes of these products which enter the export lists.

Enough **rice** (164,200 m. tons) is grown in Corrientes, Entre Ríos, Santa Fe, Salta, Tucumán and Misiones for home consumption and small exports. **Cotton** is mainly grown in the Chaco and Formosa but there are small crops also in Corrientes and Santa Fe. Some 122,460 m. tons of fibre were produced in 1955-56 from 597,300 hectares. Local mills use about 100,000 m. tons, and any surplus is exported, mostly to Britain. Exports of cotton fibre, 1955—10,803 m. tons.

Sugar cane is grown mostly in Tucumán, with smaller amounts from Salta and Jujuy. These three states produce nine-tenths of the country's sugar. The industry is heavily protected by tariffs, and turns out enough centrifugal sugar (736,100 tons in 1956) for the home market ; consumption is 660,000 tons a year. Industrial alcohol (101.5 million kilolitres) is produced from molasses, 79.2 per cent. of it at Tucumán.

Yerba Mate comes from Misiones and the Santo Tomé district of Corrientes, but not, as yet, in sufficient quantity for home consumption, for there are large imports from Brazil. Indian tea is grown in Misiones (5,230 m. tons) ; imports have fallen away.

Forests are not as well exploited as they might be, and there are large imports of timber. From the north come hardwoods for railway sleepers and fencing, but exports to neighbouring countries are small. By far the most important product of the forests for export is the soluble tannin extracted from the quebracho tree of the Chaco by 18 factories ; tannin is also extracted from logs less rich in tan, such as the guayacan and urunday woods. This industry must die in time, for the quebracho tree takes 100 years to mature and is not being replanted after cutting. Exports of the extract are : 1955—115,272 m. tons.

Vegetable oils are produced both for the home market and for export by 157 establishments. The main edible oils are from sunflower, cotton-seed, the peanut (mani) grown mostly in Cordóba (216,000 m. tons), and olives (27,300 m. tons). The sunflower seed crop is about 754,000 m. tons : enough to cover the country's needs. The main non-edible oils are linseed, spurge, and tung (11,600 m. tons a year mostly from Misiones). Both the vegetable oils and their oleaginous by-products enter the export market. Whale and seal oils are produced entirely for the home market.

Export of linseed oil, 1955—150,400 m. tons ; 1956—58,958 tons ; of tung oil, 1955—12,369 tons ; 1956—13,802 tons.

Vegetable Fibres—ramie, jute, fibre-flax, and formio (New Zealand flax)—are all grown for the home market.

Argentina holds the fourth place in world **tobacco** consumption, with 1.5 grammes a day per person, but it cannot grow quite enough tobacco for itself and is forced to import. Three-fourths of the tobacco is grown in Corrientes, Misiones and Salta, which turn out Virginia, Havana, Kentucky, Oriental, Bahía and other types. The dark varieties are largely used in making coarse cigars. The leaf tobacco crop is estimated at 37,300 m. tons.

Fresh fruit has been more successful in the export trade. It is grown mostly under irrigation in the oases at the foot of the Andes in the Cuyo Provinces (Mendoza and San Juan), and again under irrigation in the valley of the Río Negro. There are considerable orchards, without irrigation, in the Paraná delta, near Buenos Aires. Fresh fruit is exported mostly to Brazil and the United Kingdom. The fruit season begins with cherries in December, peaches and plums in early January, and grapes in February-March. The pink muscatel grape is favoured by the home market, but exports are mainly of the Almerian type. About 56 per cent. of the fruit exports are apples ; the rest are mostly pears (26 per cent.), grapes, peaches, plums, citrus and melons. The apples for the home market have to be highly coloured ; the pears are mostly Williams.

The main fruit production in 1955-56 was, in m. tons : apples—285,000 ; pears—100,200 ; peaches—145,800 ; plums—48,000 ; lemons—55,000.

Closely allied to the fresh fruit production are the industries which dry, can, or jam the fruit and make cider from it. There is an increasing production of fruit pulps, fruit juices, brined cherries, crystallised fruits, brined and dried orange peel, and of cider. Tomatoes are also canned, juiced or turned into paste. The **wine** industry is centred chiefly at Mendoza (77 per cent,), San Juan and Río Negro. Some 2.0 million m. tons of grapes are produced and about 13.6 million hectolitres of wine, but high prices and poor quality (they cannot compare with European or Chilean wines) have been hitting the industry.

Export of fresh fruit, 1955—93,849 m. tons, value U.S.$22.5 millions ; 1956—101,600 m. tons, value U.S.$16.5 millions.

Fishing Industry : Official efforts to step up production of Argentina's fisheries—to reduce meat consumption and increase its export—have met with scant success. The catch in 1955 was 78,000 m. tons. The Capital alone has shown an increase of consumption in recent years.

Minerals.

Argentina has a variety of minerals, but the deposits are either small or not easily accessible. There is iron ore at Río Negro and Jujuy ; lead and zinc ore at Jujuy, Catamarca and San Juan ; wolfram at San Luis, Córdoba, Catamarca, Mendoza and San Juan ; beryllium at Córdoba and San Juan ; Mica at Córdoba, San Juan and Catamarca ; sulphur at Salta and Mendoza ; gold at Catamarca, San Juan and Neuquén ; nickel and uranium at La Rioja and Jujuy ; kaolin at Chubut and Comodoro Rivadavia. Petroleum, coal and salt alone are actively exploited. One mine in Jujuy produces 70 per cent. of the lead and zinc.

Production of minerals, in tons :—

Sulphur	22,000	Manganese ..	9,800
Lead	35,000	Zinc	41,000

There are small amounts also of silver and tin. The manganese averages 24-38 per cent. content. Production of beryl is about 1,280 tons.

Petroleum is obtained on a small scale at Tartagal, in the Campo Durán and Madrejones fields in Salta, Tupungato in Mendoza, and Plaza Huincul in Neuquén, and a new oilfield is being developed along the valley of the Río Gallegos, in the far south. But the main source is Comodoro Rivadavia, on the Chubut coast. Oil from Comodoro Rivadavia is asphaltic, with about 10 per cent. of light products ; the oil from Plaza Huincul has about 60 per cent. of light products. There are in all 19 refineries with an annual refining capacity of 9.5 million cu. mts. Local and some imported crude oils are refined. The largest is at La Plata. Proved oil reserves exceed 100 million cu. mts. Natural gas reserves rank third in the world.

Oil is produced by both the Y.P.F. (83 per cent.) and private interests. Argentina produces 41.7 per cent. of the country's consumption ; the rest is imported, costing 24 per cent. of the export exchange earnings.

A pipeline, carries natural gas from Comodoro Rivadavia to Buenos Aires, over a thousand miles away. Another pipeline runs from Plaza Huincul to General Conesa, in the Province of Río Negro, where it is connected with the pipeline from Comodoro Rivadavia.

The output of crude, in cubic metres, has been :—

	State.	Private.	Total.
1946	2,259,800	1,047,500	3,307,300
1950	2,755,100	974,900	3,730,000
1954	3,916,097	783,903	4,700,000
1955	4,067,000	788,000	4,855,000

Total production is equivalent to 30,538,922 barrels.

Coal in small quantities is mined in Mendoza and San Juan, but the only large deposits are in the Río Turbio field in Santa Cruz, and they are of soft coal and not easily accessible. A 160 miles railway now links the coalfield with the port of Río Gallegos and production is increasing slowly. It was 50,000 m. tons in 1955. Unwashed, it has a 30 per cent. ash content. Reserves are about 300 million tons.

Argentine imports of coal, coke and anthracite were 1,479,000 long tons in 1956.

Steel Industry : In spite of the fact that the only iron deposit worked in Argentina is the Zapla field in Jujuy, over a 1,000 miles by rail from Buenos Aires, Argentina has managed to create a small steel industry. A blast furnace at Zapla turns out 41,000 m. tons of charcoal pig iron annually. About 180,000 tons of steel a year is produced from scrap at military plants and by private firms. Rolled products are 667,000 m. tons. A large state steel plant is now being built at San Nicolas.

Salt deposits are numerous. **Building stone,** the ornamental stone known as Brazil onyx, marble and clay are worked in many

places. The Malagúeño limestone quarries in Córdoba are important.

Economic Controls : With the declared purpose of freeing the country from dependence on foreign bankers, shipping companies, grain traders and other capitalist influences from abroad, Argentina's foreign trade has been brought almost completely under the government. Since 1955, however, the tendency has been to reverse this decision.

The Central Bank, nationalised in 1946, has control over the entire banking system, the private banks acting as mere agents for the Central Bank, and fixes loan policies. The Government has a large stake in the insurance business and runs a financial agency which supports stock exchange prices by buying and selling securities.

The railways, air services, merchant marine, telephones, port facilities, grain elevãtors and the Buenos Aires transport and gas works have all been nationalised. The Government Y.P.F. (Yacimientos Petroliferos Fiscales) dominates the petroleum industry. The Government also runs the military factories.

Industrial Development.

Imports of fuel are about 12 per cent. of the total imports bill.

Argentina's sources of power are small : she has not enough coal or petroleum and a comparatively undeveloped production of electricity ; she has little workable iron ore and only a small steel industry, but in spite of these difficulties she has forged ahead with the industrialisation of the country. She has built up a substantial light industry behind a wall of tariffs and import prohibitions, but has very little heavy industry. Taking 1943 as equal to 100, the index of industrial manufacture was 164 in 1955.

The potential hydro-electric power is estimated at 5.4 million horse power, but little is available, for great distances separate the potential sources—the Iguazú Falls, the rapids of Apipe and the falls of the Salto Grande—from the consuming centres. Most of the 5,750 million kWh's produced in 1955 was thermally generated ; 72 per cent. is consumed in greater Buenos Aires. Installed capacity, now 2,069,000 kW, is inadequate. Irrigation dams in the Andine area are being used to generate electricity.

Both the largest and the most numerous of domestic factories are those turning out textiles. Local industry supplies all the woollen goods required, practically all the cotton goods, all the knitted goods, and the hosiery factories produce a margin for export. Argentina is now seeking export markets for woollens and cottons. Rayon yarn plants produce 80 per cent. of the demand of the rayon textile industry, which in turn supplies most of the Argentine demand for rayon piece goods.

Other important industries are based on the pastoral and agricultural industries : meat packing and food processing, flour milling, wine making, sugar refining and the production of alcohol from molasses, distilling, brewing, tobacco manufacturing, tanning, leather working—shoes are exported—and furniture making.

Other activities are shipbuilding, the manufacture of iron and steel products, and glass making. A number of establishments make jute bags, clothing, felt and straw hats, confectionery, mineral waters, perfumery, soaps, paper, matches, candles, vinegar, paints and

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varnishes, and tiles. The Government produces alum and sulphuric acid. The chemical industry manufactures a wide range of products. Tyres and tubes are made near Buenos Aires and the production and finishing of plastic materials is a rapidly growing industry. A car and lorry factory is in production. Some 1,966,000 tons of cement are produced each year. A steel plant is being built at San Nicolas. Iron and steel is 16 per cent. of the import bill.

The growth of the national metallurgical industry (including, in the widest sense of the term, machine shops, the manufacture of vehicles and mechanised and electrical equipment) has notably expanded during the last few years. Some 213,500 workmen are employed in it.

FOREIGN TRADE.

	Imports.	Exports.	Imports.	Exports.
	Million Pesos.		Million U.S.$	
1951	10,491.7	6,710.9	1,447.0	1,169.4
1954	7,115.8 —	6,757.3	979.0	1,029.5
1955	8,904.6	7,297.6	1,172.5	928.1
1956	17,940.9	17,384.7	1,127.6	943.8

The following table shows, in millions of pesos, the trading relations between Argentina and the United Kingdom, the United States and Germany.

1956	Imports from :	Exports to :
United Kingdom	934.4	3,925.7
United States	4,651.0	2,357.5
Germany	1,636.6	2,138.6

The **import tariff** in Argentina is *ad valorem.* Customs dues are from 30 to 60 per cent. on the C.I.F. declared value of imported merchandise.

Imports : Machinery and vehicles head the list of imports, followed by fuel and lubricants, iron and steel manufactures, timber, foodstuffs, woodpulp and newsprint, pharmaceutical products, and non-ferrous metals and manufactures.

NOTE.—Excellent industrial statistical surveys are published by the National Statistical Department. These should be consulted for details. Extracts are published in the *Review of the River Plate.*

NATIONAL DEBT.

Indebtedness at December 31, 1955 was $100,052 million, 69.9% of the national gross product for 1955.

	Millions of Pesos
Federal Debt	57,576.3
Provincial and Municipal debt	8,367.5
I.A.P. Debt to Banks	20,482.2
Foreign Engagements (U.S.$ 757 million at $18 per U.S.$) ..	13,626.0
Total	100,052.0

INFORMATION FOR VISITORS.

How to reach Argentina : By Sea :

FROM BRITAIN, there are excellent fast steamship services to the River Plate by Royal Mail Lines, Ltd. For particulars apply to Royal Mail House, Leadenhall Street, E.C.3, or to any of the agents listed on pages vi and vii. The Blue Star Line (Chief Passenger Office : 3 Lower Regent Street), also run a regular service of passenger cargo liners carrying about 65 first class

passengers. Cargo ships carrying up to 12 passengers are run by Houlder Brothers & Co., Ltd.; the Lamport and Holt Line; the Saint Line; and the Blue Star Line. First class passengers only are taken on the vessels of the Cía Argentina de Navegación Dodero.

It is advisable to restrict luggage to a minimum, especially if the visitor is continuing his tour to other parts of South America. Luggage should be insured owing to the risk involved in transference at some ports.

The normal time for the voyage is 17 to 21 days. Passages, luggage facilities, and passport regulations can be arranged through any of the well-known travel agencies. An Argentine Government embarkation tax of 10 per cent. is levied on all fares of the first, second or intermediate classes. In the case of return tickets issued abroad the tax is levied on the single gross value of the fare in force to the point of destination. The tax is collected in Argentina by the shipping companies from the passenger direct. The only exemptions from payment of this tax are bonafide tourists returning to their country in possession of Argentine "tourist" visas and "transit" passengers resident in neighbouring countries whose stay in Argentina does not exceed 60 days and provided their passages are paid for abroad.

Before leaving England or en route a suitable supply of Argentine currency might be obtained. Traveller's cheques can, however, be cashed at all the local banks and a small supply of paper currency can in some cases be obtained on board. The Bank of London and South America maintains branches at Buenos Aires and sub-offices at all important provincial towns. It might be convenient to arrange a drawing account, or take most of the cash in traveller's cheques at the London offices of this bank. The circulating currency is the paper peso and exchange rates are quoted in this currency. Travellers may bring into, or take out of, Argentina, any amount in Argentine or foreign notes without let or hindrance.

On arrival at Buenos Aires the usual medical and passport inspection takes place before disembarkation. Transatlantic vessels usually berth alongside a customs shed. Arrangements for transport of luggage can be made with representatives of one of the carrying agencies who meet the ships on arrival. Reliable firms for this work are Expreso Furlong and Expreso Villalonga. Arrangements can be made for luggage to be cleared through the Customs and taken direct to the hotel. The charges for these services vary, according to size of package and distance to be carried.

Passengers arriving from abroad and disembarking in the North Basin are required, before leaving the ship, to fill in a printed form in duplicate giving precise details of their luggage. Clothing, articles of domestic use, personal jewellery, and specific quantities of "smokes," may be admitted free. Passengers' personal clothing and effects must have been used, all new articles being liable to the payment of duty. The details are set out in "Baggage Regulations for the Argentine Republic," a leaflet published by Royal Mail Lines, Ltd.

The introduction of merchandise in packages declared as baggage is prohibited. Merchandise which it is proposed to re-ship, such as samples, motor cars, aeroplanes, scientific instruments, etc., may be

admitted for a maximum period of six months on provision of a suitable guarantee for the custom duties applicable in each case. In such cases, the passenger is required, apart from such declaration as he makes on board, to lodge a petition with the customs authorities on stamped paper to the value of $2 paper to the effect that he intends to re-ship such merchandise within a period of 180 days.

From the Continent of Europe : Royal Mail boats call at Cherbourg, Vigo and Lisbon, and the boats of Houlder Brothers at Antwerp.

From the U.S.A. : There are sailings from New York to Buenos Aires by the American Republics Line, operated by Moore-McCormack Lines ; sailings from San Francisco and Los Angeles by Pacific Republics Line, also operated by Moore McCormack Lines, Inc. ; and from New Orleans by the Delta Line. The Argentine State Merchant Fleet also operates a passenger service between New York and Buenos Aires.

By Air : Britain to B.A. Aerolineas Argentinas ; from France by Air France ; from Spain by Iberia Airways ; from Italy by Alitalia ; from Stockholm, Copenhagen, Frankfurt, Zurich and Lisbon by Scandinavia Airlines ; from Amsterdam and Geneva, by K.L.M. ; from Geneva and Zurich by Swissair ; and from Hamburg, Dusseldorf and Frankfurt.

From the U.S.A. there are services by Pan American Airways, by Braniff International Airways, and by Panagra, partly over the same routes ; also Aerolineas Argentinas.

The routes to and from neighbouring countries by sea, river, railway and air are given on page 109.

Documents : A passport, and a vaccination certificate, are essential. They should be presented to the Argentine Consulate General in London at 53 Hans Place, S.W.1, or to the Consulates at Liverpool, Cardiff or Dublin for a visa. There are three forms of visa : a business visit visa, a tourist visa, and a transit visa.

Many business men travel on a tourist visa (valid for three months only and holder not entitled to carry typewriter, samples or commercial literature and, in theory, not allowed to do business). They do this because holders of business visas have to pay Argentine income tax during their stay and get an income tax clearance certificate before leaving. This involves a personal visit to the Revenue Office.

Assessment is on a fixed salary rate of Y.S. $20 a day converted into Argentine pesos at 14 pesos per dollar. Expenses at the rate of 90 pesos a day may be deducted from this amount, and tax at 7 per cent is charged on the remainder. The Revenue Office then gives the traveller a payment form (*planilla*) which has to be taken with the money to the Banco de la Nación (The Bank of the Nation) which issues a receipt. This must be taken back to the Revenue Office and exchanged for the certificate.

Travellers passing through Argentina in transit to other countries should obtain tourist rather than transit visas ; the former facilitate arrangements for landing and departure, whereas the latter merely permit travellers to stay in the country whilst waiting for transport to continue the journey. Those who hold transit visas cannot stay more than 5 days, or 10 if the delay cannot be helped.

Visitors of U.S. nationality are admitted on a passport, without any consular visa.

Clothing : The summer heat (although not really tropical) is considerably above that of Northern Europe, but in the City of Buenos Aires European dress is rigorously adopted and one can only contrive to wear as light underclothing as is procurable. The lightest possible pure-wool underclothing is to be recommended, but many people wear the cheaper "Egyptian" cotton garments, which are

quite comfortable and procurable in Buenos Aires at reasonable prices. It is not really necessary to incur any considerable expense in the way of outfit, but it would be advisable to obtain as many suits as is convenient. But even these can be procured in Buenos Aires ready made at not more than about £15/20. Suits, for summer wear, should, of course, be as light as possible, but whites are *not worn*, though Palm Beach types are very popular. In offices, alpaca coats are also worn during business hours. The custom of working in shirt sleeves during summer months is gradually becoming more and more of a habit.

Evening dress is as in Europe—whites for the younger people—but the dinner-jacket or "smoking" is in more general use. For the winter, warm clothing would be required and a good heavy overcoat and also a waterproof. Thick woollens—expensive in Buenos Aires—should be taken out, but it is not everyone who finds the heaviest necessary. Although not quite as cold as our regions, it is almost as cold from May to August, when it is usually damp, windy, or frosty. The weather is sometimes changeable in September and October, when cold spells and frosts are not unusual.

For the voyage out, if travelling second class, there is no rigorous etiquette, and ordinary sporting clothes, such as can be used later at the Sports Club in Buenos Aires, would do for deck wear.

Suitable boarding house accommodation can be had in Buenos Aires at about 1,000/1,300 pesos a month, half board, either in boarding houses proper or with English or other European families. All large foreign colonies have their sporting and social clubs.

Business Visitors are strongly advised to read "Hints to Business Men visiting Argentina," free on application to the Commercial Relations and Exports Dept., of the Board of Trade, Horse Guards Avenue, Whitehall, S.W.1.

The business district of Buenos Aires is comparatively small and as a rule business houses specialising in particular trades are congregated in restricted areas.

Government offices and banks have adopted the five-day week and are not open to the public on Saturdays. Office hours are staggered. Between 1st April and end of November most Government offices are usually open from either 10 or 11 a.m. to 5.30 or 6.30 p.m. During the rest of the year they are open from 7 a.m. to 1.30 p.m.

The banks are open to the public between 12 noon and 3.30 p.m. The post office is open every day between 8 a.m. and 8 p.m. for telegrams. Stamps can be bought every day between the hours of 8 a.m. and 8 p.m. The "poste restante" office is open from 8 a.m. to 8 p.m. on working days and from 8 a.m. to 2 p.m. on Saturdays. Registered letters are also accepted between 8 a.m. and 2 p.m. on Saturdays.

The Consular and Commercial Sections of the British Embassy are open from 9.30 a.m. to 12.30 p.m. and from 2.30 p.m. to 4.30 p.m. on weekdays and from 9.30 a.m. to 12 noon on Saturdays, but in Summer they are open in the morning only.

Language: Argentina speaks Spanish, with variants of pronunciation and vocabulary as compared with pure Castilian. In

the absence of Spanish, French or Italian is useful. English is widely spoken in Argentina, but not to a great degree amongst purely local businessmen. A business visitor who has not at the least a small acquaintance with Spanish is severely handicapped. Interpreters can be obtained at a charge of about 50 pesos a day, but this expedient is unsatisfactory, particularly when technical matters are being discussed ; in Argentina technical terms are often of local invention and peculiar.

Cost of Living : It is estimated that there has been an increase of over 730 per cent. in the cost of living since 1943. It rose by 16.8 per cent. in 1956.

Rent and education are particularly serious items now. A single man can get a bed-sitting room in a respectable boarding-house at about $1,000/1,200 a month for half board and room, $1,500 upwards for full board. A small flat, such as a married junior commercial employee would expect to occupy, could not be secured at a rental of less than $1,000 paper per month upwards, but they are hard to find. A suburban villa similar to that occupied by a senior commercial clerk could not be secured here under the equivalent of £250 to £350 per annum. The growing population makes the housing problem very acute.

Other household expenses are also inclined to be high. The average wage paid to a general servant in the city of Buenos Aires is $600/800 paper per month. Cost of first-class furniture is higher than it is in the United Kingdom. Foodstuffs are no more expensive than in Great Britain. A fairly good suit can be bought for $1,200 to $1,800. A hat may cost between $120 and $200. An Argentine made pair of shoes costing $180/200 will give good service.

No person over the age of 21, with one or two years' commercial experience, can be recommended to accept a salary of less than about $3,000 paper a month. An Englishman coming from the Old Country, facing life alone in Argentina, is not likely to get more out of $2,500 per month than he would out of £8 a week in England.

Taking 1943 as 100, the cost of living for a working class family stood at 728.9 in Dec., 1956. Foodstuffs stood at 779.4, clothing at 1,023.5, general expenses at 959.3, and rent at 131.2.

Summer Time, which is an hour ahead, is maintained all the year round in Argentina.

Holidays : No work may be done on the national holidays (May 1, May 25, June 20, July 9, August 17, October 12, and December 25) with the exceptions specifically established in the legislation in force.

On the non-working days (January 1, January 6, Carnival Monday and Tuesday, Holy Thursday and Good Friday, Corpus Christi Day, August 15, November 1, and December 8) employers are left free to decide whether their employees should work.

All Saturdays are non-working days in insurance offices, banks, and Government offices.

National Dishes are based in the main, upon plentiful supplies of meat and vegetables. Many are truly individual and delicious, the *asado*, a roast made on an open fire or grill, when properly done ;

puchero, one of the best boiled dishes in the world, if all the ingredients are present ; *bife a caballo*, steak served with a fried egg ; the *carbonada* (onions, tomatoes, minced beef), particularly good at Buenos Aires ; *churrasco*, a thick grilled beef steak ; *parrillada*, a mixed grill, and many others, like *humitas*, made with sweet corn, tasty but not so strictly national.

Currency : Notes range from 1,000 pesos to 0.50 pesos. There are nickel coins of 50, 20, 10 and 5 centavos and copper coins of 2 and 1 centavos.

Up to October 1955 the official rate of exchange was roughly $40.m/n to the £ and $14.m/n to the U.S. Dollar. Under the free market instituted by the Government the exchange rose to $127.05 m/n per £ and $45.75 m/n per U.S. dollar on Jan. 16, 1956. On the 1st March, 1957 it was $104.60 to the £ and $37.85 to the U.S. dollar.

Weights and Measures : The legal system is the metric, and in measures only the metric should be used, but the Spanish system is also quoted, and in some places the old Argentine system.

The average weights of standard packages of Argentine products, are as follows :—

Bale of Wool	420 kilos.	Bale of Hay (alfalfa) ..	50 kilos.
,, Sheepskins	400 ,,	Pipe of Tallow	400 ,,
,, Hair	400 ,,	Cask of ,, ..	160 ,,
,, Goatskins	370 ,,	,, Butter	25 ,,

Weights in Use for Hides and Sheepskins.

A pesada of dry hides (35 libras)	=	35.448105 pounds.
A pesada of salted hides (60 libras)	=	60.76818 pounds.
A pesada of washed sheepskins (30 libras)	=	30.38409 pounds.

Postage Rates : Internal, 40 cents for each 20 grammes or fraction ; letters to the exterior, $1.00 for first 20 grammes, and 60 cents per 20 grammes or fraction thereafter. Postcards, $0.60 each, $1.20 for prepaid reply. From U.K. to Argentina, see p. 28.

Air Mail : Extra charges for airmail service : Ordinary air mails to Brazil, Bolivia, Chile, Paraguay and Peru, $1.00, and $2.00 to other American countries. Mails to European countries, including the Asiatic zones of Russia and Turkey, pay $3, while the extra charge to African, Asiatic and Australiasian nations is $4.40. From U.K. to Argentina, see page 28.

Telegraph, Cable, and Telephone : Buenos Aires is linked up by telegraph and telephone to the rest of the country. International wireless telegraphy is in the hands of two companies : Transradio Internacional and Radio Argentina. There are various cable companies, amongst the principals are Western Telegraph Co., and All America Cables, Inc. The Telefonos del Estado gives telephone connections with the rest of the world.

PRESS.

The principal publications are :—

Official Gazette—" Boletin Oficial."

Buenos Aires Dailies : " La Nación," " La Prensa," " El Mundo," " Critica," " Noticias Graficas," " La Razon," " La Epoca," " Democracia," " Clarin."

British Dailies : " The Standard," " Buenos Aires Herald."

Magazines : " El Hogar," " Mundo Argentino," " Para Ti," " Maribel." " Atlantida," " Rosalinda," " Selecta." " El Grafico," " Mundo Deportivo," " Lyra," " Orientacion."

English Language : " Review of the River Plate " (commercial and agricultural), " The Argentine Magazine," and " The Southern Cross," (Irish community).

The Pleasure Resorts are given in the text. They are, in the main, the Lake District, the Sierras of Córdoba, Carhue, Mar del Plata, Miramar, Necochea, Puente del Inca, Rio Hondo, Rosario de la Frontera, Tandil, Villavicencio, and Mendoza. One of the great sights of the country is the Iguazú Falls. (See the general index).

Information about these resorts can be obtained from the travel agencies : Wagons-Lits/Cook or Exprinter. These will also supply a list of possible tours in Argentina, or from Argentina into Chile and Bolivia.

At the seaside hotels in particular a considerable reduction is made to married couples and the rates during the months of November, December, March and April, are cheaper than in January and February, which are the peak season months.

Argentine Representation in Great Britain : The Embassy is at 9 Wilton Crescent, London, S.W.1. The Ambassador is Dr. Alberto Maria Candioti.

The Consul General is at 53 Hans Place, London, S.W.1. Tel. : Knightsbridge 1462 and 1701. There are Consular Offices at Liverpool (54, Castle St.), Cardiff (48 Charles St.), and Dublin (27 Molesworth St.).

The Argentine Chamber of Commerce in London is at 53 Hans Place, S.W.1. (Knightsbridge 1526).

British Representation in Argentina : The Embassy is at Reconquista 314, Buenos Aires. The Ambassador is Sir John Ward.

H.M. Minister (Commercial), British Embassy, Calle Reconquista 314 (sixth floor), Buenos Aires (telephone 31-4981). There is a Consular Section in the Embassy (address : Sarmiento 443, seventh floor), a British Consulate in Rosario and Vice-Consulates in La Plata, Bahia Blanca, Santa Fé, Trelew, San Julian, Puerto Deseado, Mar del Platá, Rio Gallegos, Comodoro Rivadavia and Rio Grande.

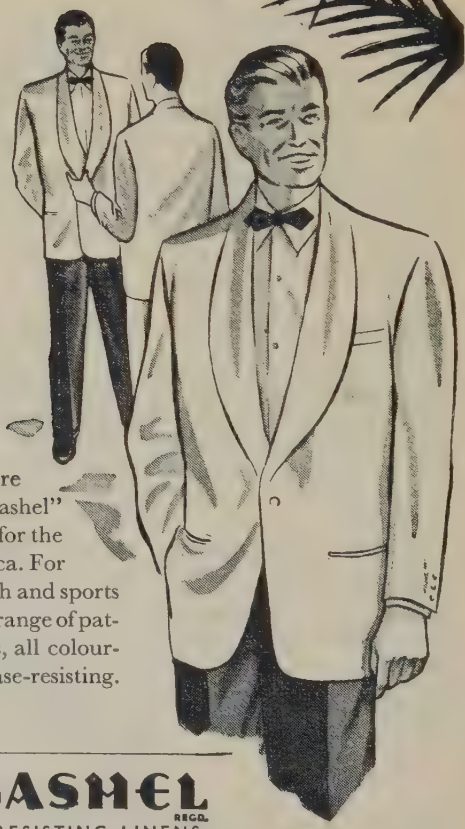
Correction : As we go to press the Argentine Government has revised its previous statistics (those given in our text) of various commodity exports for 1956. The revised figures, in millions of U.S. dollars, are as follows :

Cereals and linseed	282.5	Animal by-products	35.7
Meat	241.0	Dairy produce	28.7
Wool	123.8	Quebracho extract and other forest products	26.4
Hides	65.8	Fruit, fresh	16.7
Veg. oils and oilseeds (excluding linseed)	60.9	Wheat meal and flour	11.1

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BOLIVIA

DIVISION and frustration are the key themes in the potentially wealthy land of Bolivia. The division is both physical and racial : physical, in that the country, which has a range of mountains between it and the sea, is itself sundered by another range of mountains into a high infertile Altiplano which contains the capital and many mining towns, and a fertile but undeveloped eastern semi-tropical lowland, with only wretched communications between the two ; racial, in that the country is divided into two sections with different characteristics and opposing interests : a minority of European descent and a majority of indigenous Indians. These two themes are interwoven through every aspect of Bolivian life. The result is penury in a setting of vast unrealised wealth.

Bolivia is twice the size of Spain ; its area of 419,470 square miles makes it the fifth largest country in South America. It has Chile and Peru to the west, Brazil encircles it on the north and east, and to the south are Paraguay and Argentina. Since it lost its nitrate lands and the port of Antofagasta to Chile during the War of the Pacific (1879-1883), it has been landlocked. Some 75 per cent. of its people live at an altitude above 10,000 feet, in a tenth of the country's area, and with formidable physical barriers between them and the coast to the west.

The Andean range is at its widest—some 400 miles—in Bolivia. The Western Cordillera which separates Bolivia from Chile has high peaks of between 19,000 and 21,420 feet and a number of active volcanoes along its crest. The passes across it are above 13,000 feet. The great rainless belt which stretches southwards over the continent along the northern coasts of Peru and Chile runs diagonally across this Western Cordillera and southern Bolivia ; the Western Cordillera is so dry that only one river, the Loa, finds its way westwards from it and across the Atacama Desert of northern Chile to the Pacific.

To the east of this range lies a lofty plateau, the bleak, treeless, windswept Altiplano, much of it 13,000 feet above sea-level. It has a mean width of 85 miles, is 520 miles long, and covers an area (in Bolivia) of 38,000 square miles. Its surface is by no means flat, for the Western Cordillera sends spurs into it which tend to partition it into basins. The northern part of the Altiplano is the more inhabited ; its southern part is parched desert and almost unoccupied, save for a mining town here and there. The Altiplano is roughly 10 per cent. of the country's area. Nearly 75 per cent. of the population lives in it, for it contains the major cities of Bolivia.

The Altiplano : The Western Cordillera, which grows steadily more arid as it sweeps southwards, is almost uninhabited save for small high settlements on irrigated land in the valleys of the few tiny streams draining into **Lake Titicaca.** Around this lake, (an inland sea of 3,500 square miles, at an altitude of 12,500 feet), there is enough rain for crops ; the immense depth of the water keeps the lake at an even all-the-year-round temperature of 51° Fahr., and modifies the extremes of winter and night temperatures on the surrounding land. There is therefore a large and prosperous farming population of Indians in this basin, tilling the fields and the hill terraces and tending their llamas. They grow barley and potatoes, just enough to live on, though of late the Government has imported tractors and agricultural machinery to increase production.

A river, the Desaguadero, drains Lake Titicaca into the shallow **Lake Poopó,** 185 miles south-east in the Altiplano and 360 feet lower. As it reaches towards its destination the land grows more and more parched and the Indian settlements fewer and fewer. Lake Poopó is intensely salty and sometimes overflows into a salt flat, the Salar de Coipasa, 50 miles to the south-west. Seventy miles to the south of this again is another great salt waste, the Salar de Uyuni. East of Lake Poopó there are a number of Indian settlements on the alluvial fans created by the small rivers which flow from the Eastern Cordillera into the Altiplano.

The Altiplano is a harsh, bitter land, a dreary grey solitude except for the bursts of green after rain. But rain comes seldom, mostly in the storms of December and January, and when it does come, it is rapidly absorbed by the spongy soil, which soon reverts into its customary parched and arid state. The air is unbelievably clear—the whole Altiplano is a bowl of luminous light. A cold wind blows most of the time : the average temperature is between 45° and 48° F, with a high variation between day and night, when temperature falls as low as 4° below zero. In spite of the cold, sunburn is a danger.

Agriculture in the area is unrewarding : the potato and the *oca*, (a vegetable tuber), eaten in the dehydrated form of *chuño* and *tunta*, are the main crops. *Quinoa*, a kind of millet, and *cañahui*, a smaller and darker grain, are the main cereals. Both are extremely nutritious, and *chicha*, the national intoxicant, is brewed from quinoa. The llama and the alpaca and the undomesticated vicuña are the dominant fauna. Edible fish from Lake Titicaca are traded over the Altiplano.

But far more important to the economy of the Altiplano than agriculture is mining. Just south of the railway from La Paz to Arica is Corocoro (4,500 inhabitants), which supplies most of Bolivia's copper, found here in its pure form and long used by the Indians. And 141 miles south of La Paz along the passageway at the base of the Eastern Cordillera is Oruro (48,000 inhabitants), where a low belt of hills supplies tin, copper, silver and wolfram. Oruro is important also as a rail centre : the main lines to Buenos Aires sends out two branches here, one to the tin mines of Uncia in the Eastern Cordillera, and one to Bolivia's most important food producing basin, that of Cochabamba on the far eastern slopes of the Puna.

The political capital, La Paz, lies in a natural basin 1,500 feet

below the surrounding Altiplano.

From this plateau rises, to the east, the sharp façade of the **Eastern Cordillera.** It is a most fortunate circumstance that there is a gently graded passageway along the plateau at the foot of the Eastern Cordillera from Lake Titicaca, in the north, to the Argentine frontier, in the south. From Viacha, near La Paz, a railway runs along this passageway southwards to Buenos Aires.



RAILWAY SYSTEM AND ROUTES FROM THE PACIFIC.

The giant masses of the northern parts of the Eastern Cordillera rise to very great heights to the east of Lake Titicaca : four peaks soar to above 20,000 feet. Their far sides fall away to the north-east, very sharply, towards the Amazon basin. These heavily forested north-eastern slopes are deeply indented with the fertile valleys of Nor Yungas and Sud Yungas.

In these rich tropical valleys drained by the Río Beni and its tributaries cacao, coffee, sugar, coca and a wealth of tropical fruits are grown. But the problem of transport to the consuming centre of La Paz is formidable : the connecting road, hair-raising in places, climbs 11,250 feet in 50 miles to surmount a pass standing at over

15,000 feet within eight miles of La Paz.

But from a point just north of Cochabamba to the south the Eastern Cordillera is tilted, not to the north-east, but to the east. This part of the Eastern Cordillera rises abruptly, in sharp escarpments, from the Altiplano, and then flattens out to an easy slope eastwards to the plains : an area known as the **Puna.** The Puna is, however, itself the pediment of an occasional soaring range of peaks. The streams which flow across the Puna are tributaries of the Río Grande flowing north-east to the basin of the Amazon, and of the Pilcomayo flowing south-east through the Chaco to the River Plate system. They cut increasingly deep incisions as they gather volume until, to the east, the Puna is eroded to little more than a high remnant between the river valleys. These valleys deeply incising the surface of the eastern-sloping Puna are densely inhabited ; in the flat lands ribboning along them, or in occasional more open basins, agriculture is intensively practised and a variety of grain crops and fruits grown. All these semi-tropical mountain valleys are known as Yungas : the generic name is not confined to the valleys of the Provinces of Nor and Sud Yungas to the east of La Paz. Rainfall in the Yungas is from 27 to 31 inches a year, as opposed to the 16 to 27 inches of the northern Altiplano and much less further south. The heaviest rain is during December, January and February. The mean average temperature is between 60.8° and 64.4°F., but in spite of a high humidity the Yungas are not unhealthy. Chulumani, the largest town in the Yungas, is the most popular health resort in the country, and there is a tourist hotel at Coroico.

Typical Yungas are the very fertile basins in which Cochabamba, Sucre, and Tarija lie. (See under Towns). These send food and cattle, with some difficulty, to the towns of the Altiplano, but the valleys have often no way of doing so. The inhabitants of this area are mostly either mestizos or Europeans, but the basins and long ribbons of valley farmland are isolated, and transport to the areas where they might sell their produce is poor or non-existent. Isolation is bad enough for westernised man ; when to this is added potential wealth which cannot be exploited, then the situation becomes galling in the extreme.

The Lowland Tropics, stretching from the foothills of the Eastern Cordillera to the frontiers with Brazil to the north-east and east and with Paraguay and Argentina to the SE and S, take up 70 per cent. of the total area of Bolivia, but contain only a very thin sprinkling of its population. The land slopes gradually from about 1,500 feet at the foothills to 600 feet or less at the frontiers. Rainfall is high but seasonal, and large stretches suffer from alternate flooding and drought. The climate is hot, ranging from 73.4° to 77°F., in the south and to 80.6° in the north. Occasional cold dust-laden winds from the south—the *surazos*—lower the temperature considerably. In the north and east the Oriente has dense tropical forest, possibly 200,000 square miles of it. Open plains covered with rough pasture, swamp and scrub occupy the centre : the very extensive northern plains of Mojos in the Beni are the main cattle lands of Bolivia ; the wild or semi-wild herds number a million or so. At the end of the 18th century this was a populous land of plenty ; for 150 years

Jesuit missionares had controlled the area and guided it into a prosperous security. A symbol of their great effort is the Cathedral at San José de Chiquitos : a gem of elegance and dignity. But the Jesuits were expelled ; 250 years of maladministration, despoliation and corruption have reduced it to its present lethargy.

This once rich land drained by the Madre de Dios, Beni and Mamoré rivers into the Madeira, a tributary of the Amazon, is isolated from the rest of the country. It is as difficult to get at from the east as from the west, for there are rapids and falls in the Madeira which limit navigation. In 1903 Brazil, as compensation for the rich Acre territory it had annexed, agreed to build a railway round the falls at Porto Velho, which steamers can reach, as far as the navigable waters of the Río Beni at Riberalta, above the rapids. When the rubber boom collapsed in 1913, work on the line—the Madeira-Mamore—was discontinued, and it has never been completed. A small amount of panned gold comes from this sector, and an increasing amount of meat is now flown from the Beni to the consuming centres at La Paz, Oruro, and Cochabamba. (Refrigeration plants are being installed at both ends). But so far, only a small fraction of the area's potential wealth has been tapped.

Much the same could be said of the forests and plains beyond the Eastern Cordillera as they sweep south towards the Pilcomayo River, getting progressively less rain and merging into a comparatively dry southern land of scrub forest and arid savannah. One settlement there is, standing between mountain and plain : Santa Cruz de la Sierra, founded in the 16th century. (See under Towns). Here conditions favour the growing of sugar-cane, rice, oil plants and citrus fruit. The plains to the east are mainly grazing lands with small areas under cultivation.

These lowlands, in which the agricultural future of Bolivia lies, can only be developed if they are filled with immigrants. The movement has already started. The rapidly increasing supplies of petroleum from the plains to the S of Santa Cruz is an additional incentive for developing these rich lands.

Mining in the Eastern Cordillera : The Spaniards of Peru discovered the Cerro Rico in 1545. It is a mountain rising out of the Puna to a height of 15,680 feet, and is almost a solid mass of ore containing tin, silver, bismuth and tungsten. The Spaniards, who were interested only in the silver, built the city of Potosí at its base, 13,600 feet above sea level. The city grew till it had a population of 150,000, but rapidly dwindled after silver had been found in Peru and Mexico, and remained almost a dead town till a demand for tin arose early this century. It is tin which interests its 45,000 inhabitants to-day.

Tin also accounts for the busy mining communities in the Cordillera to the east of Oruro : the ex-Patino mines are at Uncia, to which there is a branch railway from Oruro ; they produce nearly half the tin of Bolivia. Silver is still mined or extracted from the tailings left by past generations, and variable amounts of lead, bismuth, antimony, wolfram and zinc from pockets in the Cordillera are exported according to the prices which can be obtained in the international market. Because of the long and expensive haul to

the nearest seaport at Arica, there is always a tendency for Bolivian metal production to fall off when prices are low, though the cost of transport is greatly offset by the cheapness of labour, which is almost entirely Indian.

Communications : We have seen how desperate the need is to integrate the food producing eastern zones with the bulk of the population living in the towns of the Altiplano or the westward facing slopes of the Eastern Cordillera, and how Bolivia has so far failed to effect this. The communications between the mining towns and the coast are much better. Under Spanish rule there were four great trails in use within the country : three of them led through passes in the Western Cordillera to the Pacific ; the fourth led from La Paz along the passage-way at the foot of the Eastern Cordillera southwards into Argentina : it was along this trail that the silver from Potosí was taken to Buenos Aires for shipment. Towards the end of the last century or the beginning of this, railways along the trails have replaced the llamas and mules which carried the minerals to the ports. The map makes clear where they are ; each is described under " Information for Visitors." By far the shortest is the one from La Paz to Arica, completed in 1913. Arica is now an international port, with a Bolivian custom house ; it ships the larger part of the exports.

Bolivia has now 1,400 miles of railway, 560 of it Government owned. All are of one-metre gauge.

The People : The census return of 1950—necessarily in part an estimate, returned a population of 3,019,371. The estimate for 1955 was 3,198,139. About 70 per cent. are Indian, 25 per cent. mestizo, and 5 per cent. white. The racial composition varies from place to place : pure Indian around Lake Titicaca ; more than half Indian at La Paz ; 3 out of 4 mestizo or European in the Yungas, particularly at Cochabamba, Santa Cruz and Tarija, the most European of all. Some 70 per cent. were returned as illiterate : probably an understatement. Only 2.7 per cent. of children of school age were attending school, though education is, in theory, compulsory, and free. There are universities at La Paz, Sucre, Cochabamba, Potosi and Tarija. Most of the population lives in abobe huts. Medical services are almost confined to the towns and mining camps : there were only 800 doctors and 296 dentists at the end of 1955. Infantile mortality was estimated in 1952 by a United Nations Mission at 400 and the general death rate at between 30 and 35 per 1,000 of the population. Epidemics are comparatively rare in the altiplano ; yellow fever has been wiped out and malaria greatly reduced in the Oriente. There is a comprehensive social insurance scheme including rent subsidies, family allowances and maternity, sickness and occupational risk insurance, to which employers contribute 13 per cent. of their pay roll.

The mestizo, who has accepted European ways, is quick and intelligent. The Indians are mainly composed of two groups : those who in the north of the Altiplano speak the gutteral Aymara, and those who, elsewhere, speak Quechua, the Inca tongue. The Altiplano Indians are somewhat taciturn and reserved. They have become adapted to the scarcity of oxygen by an amazing lung development ; they have 40 per cent. more red corpuscles in their blood than those who live at sea-level.

The most obdurate of Bolivian problems is that the main mass of population is, economically, in the wrong place, the fruitless Altiplano and not the potentially

rich Oriente, and that the Indians are incurably attached to their traditional and now anachronistic way of life and are of so little account in the economy of the country. They live outside the monetary system, on a self-sufficing agricultural basis, uninterested in producing more than they need and consuming practically nothing produced by mechanized industry. Long custom has made them content with an extremely low standard of living. When they do have a surplus, they squander it at the fiestas. A planned economy, in which they are integrated as food-producing units for the towns, is not, as yet, amongst their ambitions. But the present Government is trying to change this attitude by education, land reform, guaranteed prices for farm produce and the devices of a welfare state. Most of the Indians are now organised in some form of Trades Union.

"Their women are often good-looking," wrote Sir Ronald Fraser, "with their white teeth and dark, remote eyes in brown faces. They go about in petticoats of bright, uncommon hues and they wear, apparently from birth, either an undented homburg or a species of white top hat . . . . Most of them chew the coca leaf which makes you feel as if you had had something to eat and gives a measure of oblivion. On feast days they drink with considerable application and, though nominally Christian, wearing the most sensational and un-Christian masks, dance till they drop."

HISTORY.

At the southern end of Lake Titicaca stands a monolithic gateway and some shattered terraces and roofless walls; the detritus of a pre-Incaic civilization which the archaeologists are trying to piece together. The primitive Aymara-speaking Indians in this area seem to have been subjected, around A.D.600, to influences from the coast of Peru and to have emerged into a second phase of civilization characterized by massive stone buildings and monuments, exquisite textiles, pottery and metalwork. This phase seems to have been ended abruptly by some unexplained calamity around A.D. 900. When the Quechua-speaking Incas of Cuzco conquered the area around A.D. 1200, they found the Aymaras living amongst ruins they could no longer explain.

Bolivia, which was completely conquered by 1315, remained in Inca hands until the Spaniards came. Francisco Pizarro landed in Peru in 1532. Six years later they conquered Bolivia, and next year Sucre, still the official capital, was founded. By 1559 Bolivia had become the audencia of Charcas, in the Vice-Royalty of Peru. Bolivia had become extremely important for the Spaniards after the discovery of a silver mountain at Potosí in 1545.

The excellent Inca communications and economic organization soon fell to ruin. Revolutionary movements against the oppressive rule of the Spaniards began earlier in Bolivia than anywhere else. There were revolts by the mestizos at La Paz in 1661, and at Cochabamba in 1730; by Indians at Sucre, Cochabamba, Oruro and La Paz from 1776 to 1780, when they were defeated when besieging Sucre. La Paz was in their hands in 1780 for a few days. In 1809 the University of San Francisco Xavier, at Sucre, called for the liberty of all the Latin American colonies from Spain. Several attempts were made to liberate Bolivia in the next few years, but they failed. On December 9, 1824, Bolívar's general, Sucre, with the help of a large British contingent, won the decisive battle of Ayacucho.

But the Spanish general, Olañeta, still resisted. Sucre defeated him finally at the battle of Tumusla on April 2, 1825. On the 9th February, when he had entered La Paz, Sucre had already promulgated the famous decree of Independence, convoking a deliberative

assembly to discuss the political future of the country. Sucre was for independence from both Peru and La Plata ; his second in command, Santa Cruz, was for the traditional union with Peru ; Bolívar was in two minds. But finally Sucre had his way and Bolivia was declared independent. On August 25, 1825, Bolívar named the new country after himself. In 1828, when Sucre left the country, Santa Cruz became President. Pursuing his dream of amalgamation he proclaimed a Peruvian-Bolivian confederation in 1836. But Chile and Argentina intervened ; there was a revolution in Bolivia, and in 1839 Santa Cruz was overthrown and the federation dissolved.

In over a century of somewhat unsettled history since, Bolivia has suffered a grievous contraction of her territory. She had never very actively worked her nitrate fields in the Atacama desert. In the War of the Pacific (1879-1883) for the right to hold this wealthy desert, Bolivia in alliance with Peru, fought the Chileans. After a year the Bolivians withdrew, but all the same, Chile took over the desert and the port of Antofagasta, though Chile compensated by building Bolivia the railway between Arica and La Paz. Railways against valuable territory has been Bolivia's fate. A railway for Bolivia was Argentina's return for annexing some of the Chaco. When Brazil annexed the rich Acre Territory in 1903, Bolivia was compensated by yet another railway, but the Madeira-Mamore has never reached its destination, Riberalta, and has proved of little use.

But there has not even been a railway to compensate Bolivia for her most severe loss. Constant disputes between Bolivia and Paraguay over the Chaco led to open warfare between 1928 and 1930, and again between 1933 and 1935. In 1938, by arbitration, Bolivia lost to Paraguay three-fourths of the Chaco, but obtained a doubtfully valuable outlet to the Río Paraguay. Bolivia's failure to occupy her empty spaces is the explanation for these losses.

The moral results of this last defeat had revolutionary consequences. The revised Constitution of 1880 had led to a long period of comparative stability. But after the war with Paraguay there was a series of disturbances. Colonel Toro overthrew the Constitutional Government in 1936 by a military coup ; he was exiled a year later. His successor, Colonel Busch, committed suicide in 1939. General Bilbao, the next President, was beaten up and chased out of the country by his friends when he insisted on constitutional election. President Villaroel was shot and hanged in La Paz in 1946 and Victor Paz Estenssoro, his Minister of Finance, fled to Buenos Aires. Their party, the Movimiento Nacionalisto Revolucionario (MNR), was outlawed, but it made a determined attempt to overthrow the regime in August 1949, and was actually voted into power again in the Presidential election of 1951. A Military Junta, however, intervened, and the new President, Paz Estenssoro, was not allowed to return from exile. In May, 1952, a popular revolution overthrew the Military Junta and Estenssoro returned as President. His Government, a coalition of MNR and the Labour Party, committed itself to a profound social revolution, announcing three decrees which alter fundamentally the social structure of the country : (1) the expropriation and the nationalisation of the tin mines ; (2) universal suffrage without literacy or income qualifications ; and (3), a policy of land reform and redistribution of the large estates. The total

effect seems to be that power is being taken from the "white" minority and vested in the Indian majority.

GOVERNMENT.

The Constitution of 1938 vests executive power in the President, elected by popular vote for a term of four years; he may not succeed himself. He nominates the Cabinet. The Congress of two chambers—Senate and Chamber of Deputies—meets at La Paz on August 6. Senators, three for each Department, are elected for 6 years, one-third retiring every two years. Deputies are elected for four years, one-half retiring every two years. There are nine departments, and three "Delegaciones," outside the jurisprudence of the Departments, with capitals at Todos Santos, Asención, and Villa-Montes; each is in charge of a Delegate appointed by the President. Supreme political, administrative, and military authority in each Department is vested in a prefect appointed by the President.

Congress has been in abeyance since 1950.

There is universal suffrage. Foreigners may be naturalised after a residence of three years. The State supports the Roman Catholic religion, but all beliefs are tolerated.

PRESIDENT.

Sr. Hernán Siles.

Foreign Affairs	Sr. Manuel Barrau.
Interior & Justice	Sr. Roberto Méndez.
Finance	Sr. Hugo Moreno.

There are 11 other Ministries.

The two Capitals: Although Sucre is the legal capital, La Paz has come to be regarded as the actual capital. It is there the President and his official advisers live; the national Congress meets there, and it is the residence of the foreign diplomats accredited to the Bolivian Government. On the other hand, the Supreme Court still holds its sessions at Sucre.

TOWNS.

La Paz, the highest capital in the world, lies at an altitude of 12,130 feet in a natural basin or canyon; it is sunk 1,500 feet below the level of the Altiplano in its north-eastern corner. It was on October 20, 1548, that the Spaniards chose this odd place for a city, mainly no doubt to avoid the chill winds of the plateau. The mean average temperature is 50° Fahr., but it varies greatly during each day, and the nights are cold. At first the visitor will probably feel some slight discomfort from the rarified air, which contains a small enough proportion of oxygen to permit the city to do without a Fire Brigade. The population is about 335,552, half of it Indian.

The La Paz river, whose headwaters have cut across the Eastern Cordillera and now collect streams which once flowed into Lakes Titicaca and Poopó, runs through the city. The long streets which go in the same direction as the canyon are more or less level, but those which rise from them towards the heights are often steep; the Pacenos slither down them with long strides. The pure-bred Indians live in the higher terraces, the rest lower down, and below them is the business quarter, the Government offices, the restaurants and the university. The wealthier residential district is lower still:

strung from Sopocachi to the bed of the valley at Obrajes, three miles from the centre and 1,600 feet lower than Plaza Murillo. Beyond Obrajes again are the nearest and most elegant districts of Calacoto and La Florida. The main sport and social clubs have moved to these districts.

The Avenida Buenos Aires, in the Indian quarter on the heights, is one of the most turbulent (and exciting) streets in South America.

There is very little colonial building left; most of the building —and there are some semi-skyscrapers—is modern, with a mixture of corrugated iron and red tiles on the roofs. It has one beautiful church, San Francisco, and one handsome boulevarde, the Prado, formerly the Alameda, and officially called Avenida 16 de Julio.

Plaza Murillo, on the north-eastern side of the river, is the centre of the city's life; surrounding its formal gardens are the huge Cathedral (modern); the Presidential Palace, and the Legislative Palace (on south-east side). Some of the city's hotels are close by. Calle Comercio, running cross-wise past the Plaza, has most of the stores and shops. A few blocks away, on Avenida Camacho, is the Central Market, a picturesque medley of Indian vendors and victuals; women in bright shawls and multiple polleras or skirts, presiding raucously over stalls, their black braids topped by hard brimmed brown bowler hats.

The Prado is in the part of the city across the river. The Avenida 16 de Julio (its proper name), runs from the Plaza Venezuela, with a statue of Bolívar, to the Plaza Roma (better known as the Plaza del Estudiante, because it is near the University), with a statue of Sucre. The National, or Tiahuanaco Museum, with its collection of antiquities, is near the Prado. Some distance beyond the Plaza Roma is a small park in new La Paz, the Monticulo, on the height called the Monticulo de Sopocachi, with a fine view of the city and its surrounding mountains.

The Prado, main artery of La Paz, is a wide, double roadway on either side of a grassed promenade beautified with shrubs and flower beds. People stroll along it at sunset, each day, and around 11 a.m. on Sunday it is very full, with the municipal band playing at one end, the military band at the other. Men crowd the terrace of the Alameda Bar. The leading cinemas are on the Prado (book seats in the morning). On Sunday evenings there is dining and dancing for those who can afford it at the Corso, Milano, Pasapoga and Maracaibo, all on the Prado.

From the Plaza Venezuela, Avenida Mariscal Santa Cruz leads to the Church and Monastery of San Francisco, in Plaza San Francisco. They are worth seeing. In 1948 the English colony presented a tower to the church, to commemorate its fourth centenary. In and around this square an Indian fair is held on Sundays. Particularly impressive is the Alacitas Fair, held from January 24 to the 29th, before Carnival.

" It is dedicated to Ekeko, an Indian household god. You can buy plaster images of him at many of the booths. He is a red nosed, cheerfully grinning little personage laden with an assortment of miniature cooking utensils, coins, balls of wool, tiny sacks of sugar, coffee, salt, rice and flour; a kind of Bolivian Santa Claus. Ekeko is said to bring prosperity and to grant wishes. If you buy a toy house, or a cow, or a sheep at the Alacitas, you will get a real one before the year is out. There are also model motor-cars and planes, for the extreme optimists." (" The Condor and the Cows.").

South-west from Plaza San Francisco runs Calle Sagárnaga, with rows of small shops which specialise in curios for visitors.

A little over an hour's drive by bus from La Paz is Mount Chacaltaya, a very high altitude skiing resort. There is a Lodge (cheap accommodation) at 17,250 feet, and a ski-lift reaches 18,300 feet, the highest ski-run in the world. The golf club at Mallasilla claims the same distinction.

The train for La Paz stops at **El Alto,** a village on the western edge of the canyon before descending into the city below. There is a magnificent view here of the snow-capped peaks of Illampu (25,527 feet), Illimani (21,315 feet), first climbed by Sir Martin Conway in 1898, and Huayna-Potosi (20,407 feet). The airport is at El Alto. Descent into La Paz is by a 6-mile electric railway (one hour), or by a highway (20 minutes).

Hotels.	Addresses.	Cables.	Rooms.	Per day.
Hotel Copacabana ..	—	—	55	U.S.$ 5.60 up (E)
Sucre Palace Hotel ..	Av. 16 de Julio	Sucre Palace	97	U.S.$ 3.00 up (E)
Hotel La Paz	Av. Camacho	Hotel La Paz	145	U.S.$ 2.50 up (A)
Gran Hotel Paris ..	Plaza Murillo	Granparis	32	U.S.$ 2.00 up (A)

(E) equals European plan (without meals). (A) equals American plan (with meals).

Reservations should be made by wire. There are several boarding houses. There is an Anglo-American Club (no beds) for English-speaking transient passengers. Call on the Secretary. Suppers at Wilders, Corso, and Milano restaurants and dancing at the roof garden of the Hotel La Paz, and the Boite Maracaibo. The night club " Gallo de Oro " is half way on the road to Obrajes.

Automobiles are hired at Bs.500 an hour. Short trips in the city Bs.250 for one passenger, Bs.50 for each extra person. Taxis are numerous. (Bs.250 in city limits for one or two passengers, Bs.50 for each additional passenger).

Electric Current : Mostly 110 volts, 50 cycles A.C.; 220 volts A.C. also available. U.S.-type plugs can be used in most hotels.

Clubs : Anglo-American (no sleeping accommodation). Alemán ; Circulo Francés ; de la Paz ; Tennis la Paz ; de Caza y Pesca ; Yacht ; Automovil ; Mallasilla & Pinos Golf Clubs ; Rotary ; Los Sargentes Riding Club.

Church : Protestant Community Church (inter-denominational), with services in English.

Sport : Two golf courses ; tennis ; skiing.

Addresses :—
British Embassy and Consulate, Av. 6 de Agosto, No. 1351.
United States Embassy, Plaza Abaroa.
U.S. Consulate, Avenida General Camacho.
Travellers Aid Bureau, Calle Comercio.

Cables : West Coast of America Telegraph Co., Ltd. (British), Avenida Mariscal de Santa Cruz 281 ; All America Cables & Radio, Inc., Calle Socabaya 226.

Excursions from La Paz : The most usual is a visit to the southern end of Lake Titicaca ; both road and rail run through Viacha and Tiahuanaco (where the ruins of the old city can be seen), on to **Guaqui,** 12 miles beyond Tiahuanaco and 61 from La Paz. Sailing boats can be hired here for a visit to the Islands of the Sun and Moon (El Sol and the Coati islands). The road soon crosses the Peruvian border and is continued along the western shores to **Puno,** the Peruvian lake port at the northern end. A side road turns right to reach **Copacabana,** a beautiful little town on the lake, which here narrows to a channel ; the village of **Tiquina** faces it from the green hillside opposite. (Another road from La Paz goes to Tiquina, where there is a comfortable small hotel, and cars and passengers are ferried across the water to Copacabana). Some very ancient Indian festivals are held during August at Copacabana, whose church houses a famous 16th century Virgin of the Lake, credited with

numerous miracles. Excellent food and drink (particularly *ananas con rum*), at the Club Princesa.

The road from La Paz to Tiquina goes on to **Sorata.** Illampu looms over the town, which is a resort for the people of La Paz.

North-east of La Paz a road runs to the **Yungas** ; it is along this road that the produce comes to market. The road circles cloudwards to an elevation of more than 15,000 feet ; the highest point is reached in an hour ; all around stand titanic snowcapped peaks and snowfields glinting in the sun. Then the road snakes down precipitously into the luxuriant, green valley. It is very much warmer here. The best little town to stay at is **Coroico,** where there is a tourist hotel. The road goes on to **Chulumani,** (72 miles), capital of the Province of Sud Yungas and the most popular health resort in Bolivia.

Corocoro (13,100 ft.), the copper mining town, can be visited from La Paz by road or the Arica-La Paz railway and a short branch south. It is 69 miles from La Paz.

Along the gently graded passageway in the Altiplano at the foot of the Eastern Cordillera runs Bolivia's most important railway ; it runs from La Paz southwards to Villazon, on the Argentine frontier. From Oruro a line runs eastwards to Cochabamba ; from Rio Mulatos another branch line runs eastwards to Potosí and Sucre. Uyuni, further south, is the junction for the line from Antofagasta. As far as Uyuni, the railway is more or less accompanied by a passable road. Below Oruro, a branch from this road deviates eastward through Potosí (with an offshoot to Sucre) and Tarija to Villazon.

Oruro, built on the slopes of a hill at an altitude of 12,160 feet, can be reached from La Paz (130 miles) by express train in eight hours. The population, mostly Indian, is 62,965. The town is important as a railway centre and for its tin. Bus Services.

Hotels : Eden ; Repostero.
Cables : All America Cables and Radio, Inc., Calle Adolfo Mier 581.

There is little in Oruro to interest the tourist, but during carnival, on the Saturday before Ash Wednesday, there is a remarkable ceremony. Two figures, a " bear " and a " condor," clear the way for a procession of masked dancers, led by two luxuriously costumed masqueraders, representing Satan and Lucifer. Alternating with them in the lead are St. Michael the Archangel and China Supay, the Devil's wife, who plays the role of carnal temptation. Behind them come hundreds of dancers in ferocious diabolical costumes, leaping, shouting, and pirouetting. The parade ends in the small plaza of the Socavón. Here, to the music of a band, the masqueraders perform various mass and solo dances. These are followed by an allegorical play of the contest between good and evil. The Archangel Michael commands the devils to enter ; there slink in seven figures representing the seven cardinal sins, and the Devil's wife. These now confess their evil-doing and are condemned to forsake human company.

In the contest between good and evil, the result in favour of the good is pronounced by the Virgen del Socavón (the Virgin of the Mine), the patroness of miners. And after the performance the dancers all enter her chapel, bend the knee, take off their heavy masks, chant a hymn in Quechua and pray for pardon. The ceremony dates from Colonial times. The Diablada was traditionally performed by Indian miners, but three other guilds have now taken up the custom and there are in all four Diabladas in Oruro. It is usual for one patron, the " celebrator," to pay for all the expenses, which may easily run into a million bolivianos.

The costume always features the heavy, gruesome mask modelled in plaster over a special fabric, with a toad or snake on top ; huge glass eyes ; triangular-looking glass teeth ; a horsehair wig ; and pointed, vibrating ears. Tied around the neck, a large silk shawl embroidered with dragons or other figures enhances the elegance of the dancer, who also has a jewelled, fringed breastplate. Over his white shirt and

tights he wears a dark, broad sash trimmed with coins, and from it hang the four flaps of the native skirt, embroidered in gold and silver thread and loaded with precious stones. Special boots equipped with spurs complete the elaborate outfit. Satan and Lucifer wear expensive cloaks of scarlet plush, a serpent twisted around one arm, and a trident. The working-class Oruro district known as La Rancheria is particularly famous for the excellence of the costumes and masks made there.

From Machacamarca, 15 miles south of Oruro, a private branch line runs to Uncia (67 miles), and the ex-Patino tin mines.

From Oruro a branch line runs eastwards to Cochabamba (127 miles). Trains, which connect with the international trains to and from Buenos Aires and Antofagasta, take about eight hours. As the line cuts across the Puna, through wild scenery, it reaches a height of 13,575 feet at Cuesta Colorada before it begins to descend to the fertile basin in which Cochabamba lies.

Cochabamba, Bolivia's second largest city, has a population of 80,000. The altitude is only 8,392 feet, the average temperature 64.4° Fahr. It is by far the most agreeable city in Bolivia to live in, so far as climate goes. It has fine buildings, many Spanish homes with overhanging eaves, but little for the tourist : a grand view from St. Sebastian, a hill in the centre of the city ; a visit to El Cortijo (tennis and swimming pool), and to Los Portales, a splendid Patiño mansion in the outskirts, set in beautiful grounds. It is now the University Museum.

The Cochabamba basin, dotted with several small townships, is the greatest grain and fruit producing area in Bolivia. QUILLACOLLO is the most interesting of these little towns. There is also VINTO, near which is the country mansion of Simón Patino, late tin king. Permission to visit it is sometimes given. A railway line runs from Cochabamba through the Punata Valley as far as ARANI (37 miles).

A paved highway has been built to Santa Cruz (310 miles). A road of sorts branches off this beyond Montepunco southwards to Sucre. Another is projected northwards from Montepunco to Puerto Beni on the Río Mamore, to open up the unexploited Beni and Pando regions. A railway runs as far as Vila-Vila (82 miles), towards Santa Cruz. A perilous road, inundated for months on end, runs to Todos Santos, on the Chapare. Cochabamba is the hub of the internal air services.

Bus Services : There are four routes in the town ; buses and colectivos have services to Santa Cruz, taking 12 to 16 hours.

Hotels : Gran Hotel Cochabamba, beautifully situated on the outskirts of the town. Hotel Colón, in the town.

South of Oruro the railway skirts Lake Poopó, over 56 miles long and 20 wide. Near the line is the totally unprepossessing hamlet of Huari, but once a year, for the fortnight after Easter week, this little place holds a famous fair. The participants are of that " contrasted commercial system " spoken of earlier : coming from far places, including the Argentina pampa, by mule and llama trail.

From the junction of **Rio Mulatos** a branch line runs eastwards to Potosí (108 miles) and Sucre. It takes 9½ hours to Potosí along one of the highest metre gauge railways in the world. The track, a difficult engineering feat, reaches the height of 15,809 feet at Condor : the second highest point in the world's railway lines.

Potosí, with a population of 45,758, stands at 13,255 feet ; higher than La Paz, that is. The climate is often bitterly cold : there is a range of temperature of from 3 to 45° on most winter days. It was founded by the Spaniards on April 10, 1545, after they had discovered Cerro Rico, the hill at whose foot it stands. Immense amounts of silver were once extracted from this hill. Early in the

17th century Potosí had a population of 150,000, but two centuries later, as its lodes began to deteriorate and silver had been found in Peru and Mexico, Potosí became little more than a ghost town. It is the demand for tin—a metal the Spaniards ignored—which has lifted the town to comparative prosperity again. Silver, copper and lead are also mined.

Parts of Potosí are still colonial, with twisting, narrow streets and an occasional great mansion with its coat of arms over the doorways. Some of the best buildings are grouped round the Plaza 10 de Noviembre, the main square. The old Cabildo and the Royal Treasury—Las Cajas Reales—are both here, but perverted to other uses. The Cathedral faces the square, and near-by is the Mint—the Casa de Moneda (1572)—which is very well worth seeing. Most of the thirty churches are good examples of Renaissance or Romanesque building. Road to Potosí and on to Villazon.

Sucre, the legal capital of Bolivia, is reached from Potosí (109 miles) either by railway or by road. The altitude is 9,460 feet, and the climate is mild (mean temperature, 53.6° Fahr., but sometimes 75 in November-December and 45 in June). The population is about 40,128. There is a road E to Camiri.

Sucre was founded in 1538. Its long isolation in the mountains—the railway from Potosí has not been built long—has helped the city to maintain a certain courtly charm. Public buildings are impressive. Amongst these are the Legislative Palace, where the country's Declaration of Independence was signed; the modern Santo Domingo (Palace of Justice), the seat of Bolivia's judiciary; the modern Government Palace; the beautiful 17th century Cathedral; the Consistorial building; and Junin College. Sucre University was founded in 1624. The churches have white towers.

Hotels : Colon ; Londres.

The railway line south from Río Mulatos goes through **Uyuni** (12,000 ft.), the junction for the line to Antofagasta. It lies bitterly cold and unprotected on the plain at the edge of salt marshes. Its 5,000 inhabitants are mostly Indian. Its market is the only interest. A private railway which ascends to 13,700 feet through magnificent views runs to (20 miles) **Pulacayo,** which has one of the largest and most profitable silver mines—Huanchaca—in the world.

A 125 miles south of Uyuni is **Tupiza** (9,800 ft.), a centre of the silver, tin, lead, and bismuth mining industries. From both Tupiza and **Villazon,** on the border with Argentina, two roads which join run to **Tarija,** with a population of 20,000. Tarija (6,250 ft.), is one of the oldest settlements in Bolivia, standing in a rich basin which could, with better communications, provide great stores of food to the towns. Its grapes are excellent, and a wide variety of fruit is grown. The cathedral and the church of San Francisco are very lovely. The road goes N to Potosí, and E to Villamontes, on the railway to Argentina, where cotton and cattle industries are being developed.

The only other city of note in Bolivia is **Santa Cruz,** capital of the Department of Santa Cruz, Bolivia's largest and richest in natural resources, lying in the vast and mostly undeveloped sierras to the east of the Eastern Cordillera. The town was founded in 1595 by

Spaniards who had come from Paraguay, but by 1954 its population was no more than 25,000 : an index of its extreme isolation. Its most feasable connection with the outside world for centuries was a 20-day mule trip to Cochabamba, 312 miles to the west across most difficult terrain. But this isolation has been remedied : six airlines call on regular schedules. A fine road was opened to Cochabamba in 1954 ; another has been driven north to Montero (23 miles), where there is a sugar refinery. The railway east through the jungles to Corumbá, on the Paraguay River, 403 miles, was opened in 1954 ; this connects with the Brazilian system to the Atlantic port of Santos. A railway is being driven north to Santa Cruz from Yacuiba, on the Argentine frontier ; it is 326 miles long, and will probably be finished in 1957. Trains run over part of it already. There has been a dry season road for some time to Sucre.

The streets are unpaved, the water supply poor, but the Public Health Service is excellent. There has been little intermarriage with Indians : the population is mostly white, or Indian, with few mestizos. There is a University. Cruzeñas are famous for their urbanity and charm : their music, the gay Santa Cruz *carnavalitos*, can be heard all over South America.

Now that the Department's isolation has been ended, immigrants are being settled in the region to grow cotton, sugar, rice and other crops which yield profusely: maize, oranges, tung, kenaf fibre and vanilla, and to improve the semi-wild cattle. The main streams of immigrants are Mennonites, from Paraguay, to grow cotton, and Japanese, but there is an increasing flow of Indian families and of ex-soldiers from the Antiplano to the area. A great iron deposit has been discovered at Motún, near the Brazil-Bolivia railway, 62 miles from the Río Paraguay.

Hotel : Santa Cruz ; Vienna ; Panair Guest House ; Park.
Club : Tennis Sucre.
Bank : Banco Comercial e Industrial.

ECONOMY.

Sóme 85 per cent. of the people are agriculturists ; only 4 per cent. are miners, but minerals are 91.6 per cent. of total exports by value. It is mining which produces the foreign exchange to pay for imports of the food the farmers fail to supply.

Tin mining is easily the most important. Bolivia is the third largest tin-producer, following upon Malaya and Indonesia. Most of it is found in the western parts of the Eastern Cordillera. The great tin mining districts are Uncia, Potosí, Oruro, and La Paz. The three chief mines are the Llallagua, the Cerro de Potosí and Animas. Lodes are found at altitudes of from 11,000 to 16,000 feet, generally in small veins running through various rock formations. The ores are of comparatively low grade and of a complex chemical structure. A small smelter has operated fitfully at Oruro since 1936, but tin is mostly exported in the form of barilla for smelting to the United States and Britain. Tin normally accounts for 80 per cent. of the mineral exports, by value ; it was 59.0 per cent. in 1955. There are two groups of mines : the large nationalised group and a smaller group run by private enterprise. Tin output has dropped from 35,000 long tons in 1953 to 28,000 in 1955.

Wolfram is the next most valuable metal. **Lead** is mined mostly in the Potosí district. Silver is associated with lead in some of the mines. **Copper** comes mainly from Corocoro, where " natural "

copper, or very rich ores of it, are found. **Antimony** is abundant and the sulphides of antimony in many instances bear a proportion of gold. **Tungsten** occurs as ordinary wolframite, and also in association with other valuable minerals. **Zinc** in the form of sulphides containing a proportion of silver is found especially at Potosí, in the Pulcayo-Huancha district. **Gold** occurs in the sands of several rivers. Unprofitable attempts have been made to mine it in the Muñecas Province, near Tupiza, and in the Acre district of the north. **Silver** is obtained at Potosí, where it has been worked since the 16th century, and is now being extracted at Oruro from the tailings left by past generations.

Petroleum is produced at Sanandita and Bermejo, near the Argentine frontier E of the mountains ; and at Camiri, further north in the same area. Production in 1955 was 2,700,000 barrels. The only important flow is at Camiri, from which pipe lines take oil to Cochabamba and Sucre, where there are refineries. There are small local refineries at both Camiri and Sanandita. There is a pipe-line from Camiri to the Argentine frontier at Yacuiba, and another from Cochabamba to Oruro and La Paz. Most of the crude oil is refined in Bolivia, which is self-sufficient in all petroleum products, save aviation spirit and lubricants. Exports, which are increasing rapidly, were 56,600 barrels of crude in 1954.

Bermejo is the only known source of heavy oil ; the other fields produce light grade petroleum. All oil wells and refineries are owned by the Government controlled Yacimientos Petrolíferos Fiscales Bolivianos, but the Y.P.F.B. has now been permitted to enter into contracts with mixed oil companies for the exploration and exploitation of certain zones.

The following table gives the mineral exports, for 1954 and 1955, and their value in U.S. dollars.

	1954		1955	
	m. tons	U.S. $	m. tons	U.S. $
Tin	29,287	60,071,056	28,369	57,291,000
Wolfram	2,667	14,155,691	3,231	15,674,000
Lead	18,227	5,602,652	19,124	6,338,000
Zinc	20,398	4,734,627	21,327	5,727,000
Silver	157	4,259,311	181	4,973,000
Copper	3,660	2,324,964	3,497	2,673,000
Gold (kilos)	6,690	7,528,845	2,296	2,583,000
Antimony	5,217	1,698,339	5,359	1,888,000

Agriculture : Only about 451,000 acres are under cultivation ; the most primitive methods are used, although mechanised farming is making rapid progress and much machinery has been imported. Some thirty per cent. of Bolivia's imports consist of foodstuffs. La Paz and the towns of the Altiplano consume imported wheat, Brazilian rice and Peruvian sugar, though Bolivia could very well grow all she needs in the valleys of the Puna and the eastern lowlands. The wheat and flour imports are particularly heavy : 116,000 tons a year.

About 8,000 m. tons of **sugar** is grown in the torrid valleys, but Bolivia imports 56,000. **Coffee** of high quality is grown in the Yungas, and an attempt is now being made to grow more by insisting that 8 hectares out of every 50 granted to colonists must be planted to coffee. **Cacao** is grown, mainly in the Yungas. About 16,000

m. tons of **rice** is grown at Santa Cruz, but Bolivia imports another 17,000 m. tons a year. The growing and drying of **coca** leaves for sale to the Indian of the Altiplano is the most lucrative industry in the Yungas. The La Paz Yungas still produce about 3,000 m. tons a year. There are small exports of coca. About 90,000 lb., of **cotton** is produced : the two large textile mills at La Paz consume 2,000 m. tons a year. **Tobacco** and **vanilla** are grown for domestic use, and there is some **wine.** Some **sunflower** seed is harvested for the edible oil factory at Cochabamba, but there are large imports of edible oil.

Agricultural exports are only very small quantities of rubber, nuts, coca leaves, skins and medicinal barks : about 8.4 per cent. of the total.

Forests : Rubber, once an important forest product, has almost disappeared from the export list ; so has quinine bark from the affluents of the Río Beni. Most of the timber used in Bolivia for building is imported, though she has large forests of her own, but no railway taps them, and many of the native hardwoods are too heavy to be floated down the rivers. The 200,000 square miles of Amazonian forest are so dense and tangled that they are difficult to penetrate.

Livestock : The latest estimate shows 2,487,912 cattle, 4,014,316 sheep, 1,197,000 goats, 1,882,000 llamas and alpacas, 398,000 pigs, 390,000 horses, 264,000 mules, and 160,000 donkeys. It is no use pretending that these figures are reliable.

A large number of semi-wild cattle range the plains of the east, the descendants, apparently, of Spanish cattle escaped from La Plata. Trinidad is the only important cattle market. There are small flocks of ill-kept sheep on the Altiplano (dried and salted mutton or chalona is considered a great delicacy). Llamas serve as pack animals and are sheared at intervals of two to five years yielding about five pounds per head of wool. They carry hundredweight loads 12 to 14 miles a day. The valuable wool-bearing alpaca belongs to the same group as the llama, but its legs are shorter. There are numbers around Lake Titicaca and in the Province of Carangas, Oruro Department. The centres of the alpaca wool trade are Charana, on the Arica-La Paz railway, and Puerto Acosta, on Lake Titicaca, but the export of vicuña wool is now forbidden.

The Fur Trade : The principal fur-bearing animals in Bolivia are the vicuña, chinchilla, and red fox. The vicuña, a wild member of the family to which the llama and alpaca belong, is found on the bleak pampas of the Altiplano, though in diminishing numbers. Hunting it is now forbidden. It is smaller than either the llama or alpaca and has a fine, silky wool of a tawny colour. Indians use its skin to make " colchas " or rugs. Uyuni is the largest market for this and other furs. Export of its fleece and skin is forbidden.

The chinchilla and its smaller version, the chinchillon, are found in numbers in the Western Cordillera, particularly in the region of Mount Tatsabaya, in the province of Carangas. Skins of the red fox, found in many parts of Bolivia, are sold in La Paz.

INDUSTRIAL DEVELOPMENT.

Bolivian industry is slowly emerging from the handicraft stage to machine manufacture, but is still in its infancy.

Bolivia has no coal, no iron and no steel, little skilled labour, and its very small internal market makes no great demand upon its industry. If transport were improved, national petroleum would become readily available as fuel. As things stand, industry is mainly dependent upon hydro-electric energy, whose potential is put at 3.6 million kWs. Little of this has been developed : some 35,850 kWs, is reported available at La Paz (which has 70 per cent. of the manufacturing plants), Punata, Cochabamba, Potosí, and Sucre. Half the power in the country is produced by the Bolivian Power Company, a Canadian concern. Total installed capacity is 117,000 kW.

There are two cotton mills at La Paz turning out some 10.8 million metres of textiles a year. There are also, at La Paz, two fairly large woollen mills. Ten weaving and knitting factories use imported rayon yarn, alone or in mixtures.

Two cement plants at Viacha, and Sucre turn out 38,126 m. tons a year. Other products include flour, soap and candles, leather goods, paper and paper boxes, furniture, alcohol, beer, mineral waters, mosaics, glass, candy, and macaroni. Matches are a state monopoly. The edible oil industry turns out some 500 tons a year from Brazil nuts, peanuts, and sunflower seeds. Production in each case is small and aims only at satisfying the internal market. The Government is " protecting " industry.

The principal imports into Bolivia are sugar, cattle, wheat, flour, coal, cotton, rice, iron and steel products, mining machinery, vehicles and textiles. Manufactured articles (excluding manufactured foodstuffs) represent about half of the total imports.

FOREIGN TRADE.

(in U.S.$m.)

	1950	1951	1952	1953	1954	1955
Exports	94	151	142	113	94	96
Imports	56	90	93	68	66	77

Of the exports, the U.S. takes 64.1 per cent. and Great Britain 32.8 per cent. The U.S. supplies 42.8 per cent. of the imports, and Great Britain 9.4 per cent.

The apparent favourable trade balance is much reduced by converting these " nominal " figures into " real values " by adding 20 per cent. to the imports and deducting 25 per cent. from the exports.

PUBLIC DEBT.

(Dec. 31, 1953).

External Debt.	Bs.	19,088,121,810
Internal Debt.	Bs.	7,152,195,024

INFORMATION FOR VISITORS.

How to reach Bolivia :

From Britain : By Air : British Overseas Airways Corporation (BOAC), Pan American World Airways (PAA), Trans-World Airways (TWA), Royal Dutch Airlines (KLM), Air France, Scandinavian Air Services (SAS) and the Belgian airline SABENA,

all have services from the United Kingdom to Lima (Peru), from whence La Paz is about four hours' flying distance by either BRANIFF or PANAGRA. In addition, BOAC, PANAIR, PAA, SAS, Aerolineas Argentinas, KLM and Air France run services from the United Kingdom to Buenos Aires, Montevideo, and Rio de Janeiro. (See below for air services on to La Paz.) BOAC. services are temporarily suspended.

By Sea and Air : Royal Mail Lines, Lamport & Holt Line, Blue Star Line to Rio de Janeiro ; to La Paz by Braniff or Panair do Brasil. By the same shipping lines to Buenos Aires and on to La Paz by (a) air : Panagra or Braniff, or Aerolineas Argentinas, or (b) by rail. There is also a weekly Aerolineas Argentinas air service (Monday) from Ezeirza Airport (just outside Buenos Aires), to Santa Cruz, via Córdoba and Salta ; this is the service between Buenos Aires and Lima (Peru). From Montevideo PLUNA has a service to La Paz *via* Salto (Uruguay), Asunción and Mariscal Estigarribia (Paraguay), Santa Cruz and Cochabamba (Bolivia).

By Sea and Railway : By Pacific Steam Navigation Company to Mollendo (Peru), or Arica (Chile), or Antofagasta (Chile), and on to La Paz by rail. The Bolivian LAB and the Chilean LAN fly between Arica and La Paz.

From the United States : By Air : PANAGRA, BRANIFF, BOAC, National Air Lines and Eastern Air Lines to Lima.

By Sea and Rail : By Grace Line to Mollendo, Arica or Antofagasta, and on to La Paz by rail.

NOTE : It is possible to reach Bolivia from the Atlantic Ocean by steamers from Para up the Amazon and Madeira rivers and over the Madeira-Mamore railway to Guayaramerin, its terminus (2,152 miles). This place is connected by air to the towns of Bolivia. Lloyd Aero Colombiano flies the route Bogotá—Leticia—Riberalta—Cochabamba, where it connects with LAB flights to La Paz.

From Chile : By Air : Panagra flies a direct service between Santiago and La Paz.

Railways from the Coast :

(1) By the Southern Railway of Peru from Mollendo (Peru) *via* Arequipa to Puno, on Lake Titicaca ; by lake steamer to Guaqui (Bolivia), and on by the Guaqui-La Paz Railway, 61 miles. The rail mileage is 394 ; the lake crossing is 140 miles. There is a baggage allowance of 155 lb. Time taken ; 46 hours. Sufferers from siroche, or height sickness, rest at Arequipa.

That part of the route which lies in Peru is described elsewhere. Lake Titicaca is the highest navigable water in the world. It is crossed by steamers built in England and carried up in sections from the coast. The state rooms are comfortable, but the crossing is cold.

There are three twin-screw passenger vessels : Coya, (600 tons, built 1892, 70 passengers) ; Inca (900 tons, built 1905, 80 passengers) ; Ollanta (1200 tons, built 1930, 112 passengers). The two oldest vessels are now motor driven tankers : Yavari 200 tons, built 1862), and Yapura (210 tons, built 1871). The Zuniga is a dredger with a capacity of 5,400 cubic feet, an hour. The Ollanta alone is now used to carry passengers. According to the Peruvian Corporation's records, there are annual variations (some 16ft.) between high and low water levels in the lake, with pronounced 16-17 and 50 year cycles.

From Guaqui to El Alto the railway follows the broad plateau on an almost even gradient, rising only about 1,000 ft. to El Alto. Here the steam engine is exchanged for a powerful electric motor,

and it is only after the precipitous descent has begun that La Paz comes into view, nearly 1,200 ft. below. By a series of circles and loops over a distance of only 5 miles, the train is brought to the edge of the city.

(2) Arica-La Paz International Railway, 278 miles ; 10 hours by diesel rail car passenger and express service three times a week. The line from Arica skirts the coast for 6 miles and passes into the Lluta Valley, whose vegetation is in striking contrast with the barrenness of the surrounding hills.

From Kilometre 70 there is a sharp rise of 7,357 ft., in 26 miles. The line is racked for 30 miles, and the Andean massif has been cut through and tunnelled in many places. At Puquios Station, Kilometre 112, the plateau is reached. The altitude here is 13,577 ft. The line runs along the plateau, interrupted only by the Huaylas quebrada, to the bottom of which it descends to rise again rapidly to plateau level. In the distance can be seen the snowcapped heights of Tacora, Putre, Sajama and their fellows. At Kilometre 155 (altitude 13,276 ft.), are the famous sulphur deposits. The greatest altitude is reached at General Lagos (13,930 ft.). The frontier station of Visviri is at Kilometre 205, with a custom house. Beyond, the train enters Bolivia and the station of Charana.

In the Bolivian section the line skirts the Mauri, Desaguadero, and Colorado Rivers, and leads *via* Corocoro, the copper mining town, to Viacha, the junction of the several railways running to Antofagasta, Mollendo, and Arica. The mountain peaks visible include Illimani, Sorata, Huayna-Potosí, Mururata, and many others.

An hour and a half later the train reaches La Paz, at the bottom of a gigantic amphitheatre formed by the surrounding mountains.

(3) Antofagasta-La Paz, by Antofagasta & Bolivian Railway, 729 miles ; 48 hours. This, the most southern of the three railway lines connecting La Paz with the Pacific coast, passes through magnificent scenery. As the passenger " climbs over the huge Pacific shelf, where no rain falls and nothing grows, among dead volcanoes and livid lake beds . . . . he cannot help thinking that he is being transported across the deserts of the moon."

The line starts at Antofagasta (590 miles north of Valparaiso), a port well served by ocean steamers. The railway is of metre gauge, its coaches are roomy and smooth running, and the journey is performed without change of carriage.

The line reaches an altitude of 13,000 ft. in 223 miles, and negotiates gradients as steep as one in thirty. It crosses the principal Chilian nitrate district in the Atacama Desert (between El Buitre and Sierra Gorda stations). At Calama (149 miles) there is a large and fertile oasis. Standing 7,400 ft. above the sea, it is a useful point at which to stay for a day or two in order to accustom oneself to the mountain air before going higher. The line crosses another wide desert before it reaches another oasis at (197 miles) San Pedro. Large reservoirs here supply fresh snow water to the nitrate fields and ports. Near this point the line skirts the base of the two volcanoes San Pedro (still smoking) and San Pablo.

The summit is reached at Ascotán (13,000 ft.), and the line descends to 12,256 ft. at Cebollar, where it skirts a great borax lake, 24 miles

long. The Bolivian frontier is crossed a short distance beyond (276 miles) Ollagüe station. For the next 108 miles to Uyuni the line maintains an almost uniform level of 12,000 ft.

Uyuni is the junction with the Bolivia Railway Company's branch line of 56 miles to Atocha. From Atocha there is rail access, *via* Villazón on the Argentine border, to Buenos Aires, a route suffering no interruption from snowstorms.

From Rio Mulatos (446 miles) a branch line runs to Potosí and Sucre. Near Huari (498 miles) Lake Poopó comes into sight. From Oruro (575 miles) the journey is continued over the leased line of the Bolivia Railway. The scenery in this section ceases to be uninteresting near Viacha. The majestic Illimani comes into view ; the Alto station is reached with its fascinating view of La Paz in the basin of the hills.

(4) Buenos Aires-La Paz : This railway journey of about 1,500 miles takes 78 hours. Trains leave twice a week from both La Paz and Buenos Aires. The route gives a view of immensely varied scenery ; north-bound the plains of the pampa are succeeded by the sugar fields of Tucumán with the mountains in their rear. The line ascending to the frontier through bare hillsides clad with cacti, passes to the high plateau with vistas of distant peaks and occasional fertile valleys. Rugged crags and precipices are skirted, flocks of llamas are seen, and the ever-varying colours of a journey across the roof of the world are succeeded by the brilliance of the descent into La Paz.

Documents : Foreigners may enter Bolivia (*a*), to settle permanently, in which case the authorization of the Ministry of Immigration, obtained through a Consul, is indispensable ; (*b*) in transit, with a maximum stay of 30 days ; (*c*) for a specific purpose, in which case the visit is controlled by the Ministry of Immigration ; (*d*) as tourists, to travel through the country for pleasure, ninety days to begin with, but with possibilities of extension.

Applicants for a visa at a Bolivian Consulate must fill the form of application in triplicate and present the Consulate with the following documents : (*a*) a health certificate, only necessary for an immigrant ; (*b*) unexpired passport and four extra photographs, two front and two profile ; (*c*) a vaccination (small-pox) certificate ; (*d*) a letter from the traveller's firm certifying that he is visiting Bolivia temporarily on business ; (*e*) proof that the applicant (if an immigrant), has exercised a profession or lawful calling during the last five years. In the case of tourists a letter from a shipping company certifying that the traveller is visiting Bolivia as a tourist is necessary.

Visitors from the United States are admitted on a passport, without any Consular visa.

All foreigners entering Bolivia must present passport and documents to the police within 48 hours of arrival, and in La Paz at the Ministry of Immigration also. A fine of 20 bolivianos is imposed for each day's delay. On presentation of four photographs and a special stamp obtained at the Bureau of Internal Revenue in Bolivia, the police issue a Certificate of Identity.

Tourists must apply for extension of stay in good time and mention the regions which they propose to visit. Visitors must get an exit visa before leaving the country.

It is strictly forbidden to take either matches or automatic lighters into Bolivia.

Visitors who have typewriters, cameras or similar articles should have them registered by the Customs on entry and obtain a receipt to ensure that they can be taken out of the country again without payment.

British Commercial Travellers are strongly advised to consult "Hints to Business Men visiting Bolivia," which can be obtained free on application to the Commercial Relations & Exports Department, Board of Trade, Horse Guards Avenue, London, S.W.1.

The best time for a visit is May to November, the dry season. May, June, and July are the coldest months.

Climate: There are four distinct **climatic zones:** (1) The tropical departments of Santa Cruz and Beni, drained by the Amazon; altitude between 500 and 2,500 feet; average temperature, 85° F. (2) The Yungas, or low valleys, north of La Paz and Cochabamba, among the spurs of the Cordillera; altitude, 2,500 to 5,000 feet; average temperature, 75° F. (3) The Valles, or high valleys and basins gouged out by the rivers of the Puna; average temperature, 66° F. (4) The Puna, and Altiplano; average temperature, 50° F. Little rain falls upon the western plateaux between May and November, but the rest of the year is wet. There is rain at all seasons in the eastern part of the country, and heavy rains from November to March.

Clothing suitable for Great Britain should be worn by those visiting the Altiplano and the Puna, where it is particularly cold at night. The climate in the Eastern Lowlands is tropical.

Health: Visitors to La Paz and the higher towns should take things quietly until they are acclimatised to the altitude. Eating and drinking should be moderate immediately after arrival. The general symptoms of siroche, or height sickness, are breathlessness, and perhaps palpitation.

Water, if drunk, should be filtered. Mineral waters are available.

Cost of Living: The cost of living index for La Paz, 1936 = 100, was 35,043 for August, 1956. Clothing and fuel stand particularly high.

Hotels: Apart from the hotels listed under La Paz and Cochabamba, most hotels in Bolivia are inclined to be primitive.

Language: The educated classes speak Spanish, the Indians either Aymara or Quechua.

Currency: The Unit of currency is the Boliviano; the free market rate was about 8,500 to the dollar in December, 1956.

Besides a few nickel coins there are bank notes in denominations of 1, 5, 10, 20, 50, 100, 500, 1,000, 5,000 and 10,000 bolivianos. Copper coins of 1, 5, and 10 bolivianos are now in circulation.

Measures: The metric system is compulsory, but these Spanish measures are used, chiefly in the retail trade:—

Capacity.—Dry: 1 arroba = 6.70 gallons. Liquid: 1 galon = 0.74 gallon.
Weight.—1 libra = 16 onzas = 1.0147 lb. 1 arroba = 25 libras = 25.36 lb. 1 quintal = 100 libras = 101.47 lb.

Mails: The rates for air mail and surface mail from Britain are given on page 28. A direct telephone service is available from the

U.K. to Bolivia between 9—11 a.m., and 5—8 p.m., daily. The minimum charge is £3. 15s. for a 3-minute call.

Internally, all the towns and villages are connected by post, telegraph and telephone. An automatic telephone system is working at La Paz, Oruro, Cochabamba, Sucre, Potosí, and Tarija.

Cable services are given under the towns where they are available.

Hours of Business are normally from 9 a.m. to 12 noon, and from 2 p.m. to 6 p.m.

The Press : La Paz has the daily papers "Ultima Hora," "La Nación," and "El Diario." Other leading papers are published at Sucre, Cochabamba, Oruro, and Potosí.

Internal Air Services : PANAGRA has services between the larger towns, like Oruro, Cochabamba and Santa Cruz. The national line, Lloyd Aereo Boliviano, covers most of the country. It has even a service from Cochabamba, its headquarters, to the almost empty lowlands of the north east to Trinidad, Riberalta, and Cobija, with a branch line from Riberalta to the terminus of the Madeira-Mamore railway at Guayaramerin. Its service from Cochabamba to Santa Cruz and Puerto Suarez connects, across the river at Corumbá (Brazil), with the Panair do Brazil to São Paulo and Rio de Janeiro.

Roads and Railways : These are given in the text. For the most part the roads can only be used during the dry season.

PUBLIC HOLIDAYS.

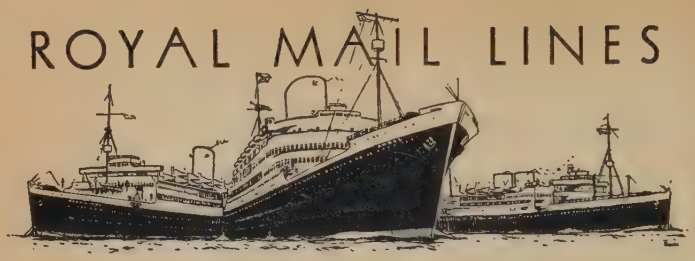
January. 1.—New Year's Day.
Carnival Week.–Monday, Shrove Tuesday, Ash Wednesday.
Holy Week.—Thursday, Friday and Saturday.
April 9.
May 1.—Labour Day.
July 16.—La Paz Municipal Holiday.
August 5, 6, and 7.—National Festival.
October 12.—Fiesta de la Raza.
November 1, 2
Christmas Day.
Many Roman Catholic Church festivals are observed.

British and U.S. Representatives in Bolivia : There are British and American Embassies and Consulates at La Paz. The British Embassy is at Avenida Arce 1216-1218. (Postal address : Casilla 694, La Paz). The British Ambassador is Mr. J. T. Henderson, C.M.G.

There are British Consuls at Oruro and Cochabamba.

Bolivian Representatives in Great Britain : There is a Bolivian Embassy at 109 Eaton Square, London, S.W.1. The Ambassador is Dr. Victor Paz Estenssoro. There is a Consulate-General in London at 106 Eccleston Mews, S.W.1. ; a Consul at Liverpool (15 Buckingham Avenue, 17,) ; Consular Offices at Birmingham (2-4 Exeter St.) ; at Hull (6 Silver St.,), and at Glasgow (14 Woodlands Road, C.3.).

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BRAZIL

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BRAZIL, or, to give it its proper title, the United States of Brazil, is the fourth largest country in the world. It is larger than the United States of America, larger than Australia. Its 3,250,000 square miles is a seventeenth of the world's land surface and nearly half that of the South American sub-continent. For neighbours it has all the South American republics save Chile and Ecuador. Distances are enormous : 2,327 miles from north to south, 2,321 miles from east to west, and an Atlantic coast line of 4,579 miles. It holds half the population of South America.

The Land : Brazil's topography varies greatly, but may be divided roughly into four main zones : the Amazon Basin, a vast lowland drained by the world's largest river and its tributaries ; the La Plata River Basin ; the Guiana Highlands, north of the Amazon ; and the Brazilian Highlands south of the Amazon. The two great river basins account for about three-fifths of the total area.

The Amazon Basin, in northern and western Brazil, takes up more than a third of the whole country. Some of this basin is plain, broadly based on the Andes and funnelling narrowly to the sea ; most of the drained area has an elevation of less than 800 feet. The rainfall is heavy, for the winds from the north-east and south-east lose their moisture as they approach the Andes. Some few places receive from 150 to 200 inches a year, though over most of the area it is no more than from 60 to 100 inches. Much of the basin suffers from annual floods. The region is covered by evergreen forest, with little undergrowth except along the streams. The climate is hot and the humidity high throughout the year.

The La Plata Basin, in the Southern part of Brazil, has a more varied surface and is less heavily forested than the Amazon Basin. The land is higher and the climate cooler.

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Most of the Brazilian territory is in fact Highland, and awkwardly placed highland at that, in terms of communication with the sea. The Guiana Highlands, north of the Amazon, are partly forested, partly hot stony desert. Those which face the north-west winds get heavy rainfall, but the southern slopes are arid. The rainfall, which comes during the hot season, is about 50 inches a year. The summers are hot and the winters cool.

The Brazilian Highlands lying between the Amazon and the La Plata Basin form a tableland of from 1,000 to 3,000 feet high, but here and there, mostly in South-Eastern Brazil, mountain ranges rise from it. The highest peak in Brazil, the Pico da Bandeira, north-east of the Capital, is 9,482 feet.

For the most part the Highlands cascade sharply to the sea. It is only north of Salvador that there is any appreciable cultivable land between the Highland and the Atlantic ; south of Salvador as far as Porto Alegre the coast rises steeply to a protective bastion : the Great Escarpment. In only two places is this Escarpment nicked by deeply cut river beds—where the Río Doce and the Río Paraíba find their outlets ; and only in two places, between Santos and São Paulo and between Paranaguá and Curitiba does the land rise in a single slope making for comparatively easy communication with the interior. Along most of its course, the Great Escarpment falls to the sea in parallel steps, each step separated by the trough of a valley.

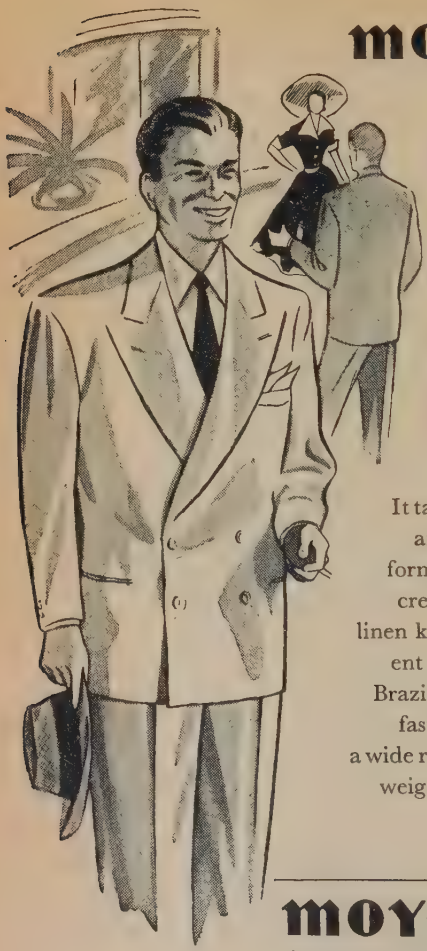
The few rivers born on the Escarpment which flow direct into the Atlantic do so precipitously and are not navigable. Most of them flow deep into the interior. Those in southern Brazil spring almost within sight of the sea, run through the vast interior first north-westwards to join the Paraná, and then southwards to its exit as the River Plate. In the central area the Escarpment rivers flow away from the sea to join the São Francisco river, which flows northwards parallel to the coast for 1,800 miles to tumble over the Paulo Afonso Falls on its eastward course to the Atlantic.

The Great Escarpment is a barrier set between the ocean and the land mass. This denies to most of Brazil the natural valley outflows and lines of travel from the interior to the sea. Of all the rivers of Brazil, the Amazon alone is directly navigable for a great distance inland ; the rest are interrupted by falls and rapids.

Climate : The Brazilian climate is not within the category which elicits the maximum of human energy, but (contrary to popular belief) it is in no way excessive. The average annual temperature increases steadily from south to north, and the difference in temperature between the coldest and warmest month decreases. But even on the Equator, in the Amazon Basin, the average temperature is not more than 81°, and the highest recorded has not been more than 97°. Ten degrees more have been recorded in the dry north-eastern states. From the latitude of Recife south to Río de Janeiro, the mean temperature is from 74° to 80° along the coast, and from 64° to 70° in the Highlands, where it is always cooler. From a few degrees south of the Capital to the boundary with Uruguay the mean temperature is from 62° to 66°.

But humidity plays as large a part as temperature in the comfort of a climate, and humidity is relatively high in Brazil, particularly along the coast. It is 78 per cent. in Río de Janeiro : high enough

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for discomfort when the wind falls.

It is only in rare cases that the rainfall can be described as either excessive or deficient: few places get more than 80 inches—the coast north of Belem, some of the Amazon Basin, and a small area of the Serra do Mar between Santos and São Paulo, where the downpour has been harnessed to generate electricity. The north-eastern droughts are caused not by lack of rainfall, but by irregular rainfall. The north-east is equally subject to floods.

Distribution of the Population: Brazil is rich in minerals; its climate, whilst not of the best, is not oppressive; it grows a variety of crops and plants for which there is a demand in overseas markets; as much as 90 per cent. of the land, though little of it is first class, can be put to human use. One would therefore expect, after 450 years of colonisation, a very large population. This is not so. Brazil, considering its size and potentials, is very meagrely populated indeed, and cultivates no more than 5 per cent. of the land which can be cultivated.

At the census of 1950 the population was only 52,645,479, an average of 16 persons to the square mile. But this is a false picture, for over three-quarters of the population is concentrated within a hundred miles of the coast, and mainly in the south-east, in the three states of São Paulo, Minas Gerais, and Río Grande do Sul. Between one-half and three-quarters of the cultivation is in the same three states. Beyond the area of concentrated settlement there are vast parts of Brazil in which the density of the population is no more than from one to four persons to the square mile. These almost empty lands are known to the Brazilians as the sertões. (The singular is sertão, pronounced sair-tong, with the accent on the last syllable).

In these somewhat mysterious hinterlands of a country of thriving and highly industrialised cities, two of which have now about three million citizens each, lives a shifting and restless population of herdsmen and forest men. Occasionally they are grouped together in small country towns and come into contact with the settled agricultural areas at annual fairs. These are not, as was the case in North America, the pioneer advance guard of a wave of settlement; they are rather the forlorn remnants of continuous past thrusts from the coast in search of the fabled riches of the interior. Those who live in the Sertão are, in the main, almost pure Portuguese with a mixture of Indian blood, and their way of life, a strange compound of fierce independence, bigotry, courage and resource, has become stabilised over the centuries.

Settlement and Economic History: Preston E. James, in his book *Latin America*, finds little attachment to the land in Brazil. With one exception—the three southern states—he sees in the pattern of Brazilian economy a continuous desire for quick wealth, an ideal, as the Brazilian writer Hollandia puts it, "of collecting the fruit without planting the tree." This attitude developed from the traditions of the early Portuguese settlers; its distinguishing marks are swift opportunist changes from one speculative product to another according to world prices and a failure to cultivate intensively to reduce costs; the invariable result is that other parts of the world, after a time, are able to produce more cheaply and overtake Brazil's initial advantage. It is a picture of destructive, rather than of con-

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structive exploitation, played against the curse of a great area and seemingly limitless opportunity, " the ever present possibility of moving on to new lands and of exploiting new resources . . . and the lack of any compelling reason for the intensification and stabilization of economic life in any one region."

A brief account of the settlement and of its ensuing economic history will make this clear.

Brazil was discovered for the Portuguese by Pedro Alves Cabral in 1500. The original inhabitants were the Tupi-Guarani Indians, whose males hunted and fished and left the tilling of the soil to their females. The first settlement was at Salvador de Bahía. These wealthy settlers came mainly from northern Portugal, with its feudal traditions of great estates. For the first few years Portugal, then much concerned with the east, paid little attention to Brazil. But about 1507 a second colony was settled at São Vicente, near Santos, and in 1537 a third at Olinda, near Recife. The settlers at São Vicente, who made the first settlement in the Highlands at São Paulo in 1532, were unlike those at Salvador and Recife : they came from the poorer and more energetic south of Portugal. All of them " were attracted less by the prospect of earning their living by persistent toil than by opportunities of speculative profit." To do the work they impressed the native Indians, a large number of whom died from European diseases. They inter-married freely with them and, later, with the Negro slaves imported from Africa.

Sugar cane had been introduced at São Vicente in 1532, but it was the wealthy settlers of the north-east who had the necessary capital to exploit sugar cultivation and to buy Negro slaves to work it ; the Indian, with his own tradition of leisure, was a disappointment as a labourer. Salvador and Recife had also the advantage over São Vicente in the matter of sugar of being a thousand miles nearer home ; had better ports and easy access to the interior. During the latter half of the 16th and the whole of the 17th centuries, the states of Bahía, Pernambuco, and Paraíba, were the world's prime source of sugar.

The settlers at São Paulo, galled by poverty and envious of the more fortunate north-east, sent out numerous expeditions into the blue in search of gold, which had already been found in small quantities in their own streams. These hardy *bandeirantes* pushed as far south as Colonia, opposite Buenos Aires, as far west as the Río Paraguay, and north into the area west of the sugar plantations of the north-east. In 1698 they found rich gold in the gravels of central Minas Gerais. More gold was found soon after in central Mato Grosso, and in 1725 in Goias. Diamonds were discovered in 1729 north of the goldfields of Minas Gerais.

There was a great gold and diamond rush in which the sugar planters participated. Sugar by that time was on the decline ; there was competition from other countries ; profits had fallen, and the Brazilians had made no attempt to lower cost by ploughing back profits : that was not in their nature or tradition. The gold boom started early in the 18th century, lasted a hundred years, and then petered out. Minas Gerais was transformed " from a wilderness into a well populated agricultural, pastoral, and mining region." It was as an outlet for this area that Río de Janeiro was developed.

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Some of the wealth went to create the extraordinarily beautiful town of Ouro Preto, to-day a somewhat depopulated national monument of superb building, painting and sculpture.

Brazil was ready for the next speculation : coffee. Coffee planting began near Río de Janeiro and at many places round the coast as far as the Amazon, but by 1825 it had mainly been concentrated in the Paraíba valley, west of the Capital. From there it spread into São Paulo, where its cultivation attracted a large number of immigrants after 1850. Almost half the total production to-day comes from São Paulo state. The industry has been subjected to several booms and declines.

There have been many other typical Brazilian booms and recessions. The best known is the famous rubber boom in the Amazon valley. Foreign competition wiped it out after 1912. The production of cotton rose from 430,000 bales in 1930-31 to 2.7 million bales in 1943-44. Production of oranges rose from 2 million boxes in 1921 to 35.7 million boxes in 1939, and then declined. Cacao, and even maté tea have been the subject of booms. " In each case Brazil, after a period of feverish growth, was forced to yield to other sources of supply, where more intensive methods of production were applied. The result, in Brazil, has been a lack of stability of settlement." (Preston E. James).

The " boom " tradition still holds, but it is shifting from agriculture to industry. Agricultural products have accounted for 90 per cent. of Brazil's exports for some years ; 68 per cent. of the people are rural ; but Brazilians to-day resent the description of their country as essentially agricultural : they prefer to think of themselves as a rising industrial people. Industrial production has increased greatly.

One interesting aspect of the various " booms " is the large internal migration which has accompanied them : each product, as its popularity grows, has proved a magnet to the rest of Brazil. Of late years, in spite of its flourishing sugar plantations, the north-east has lost a very large number of workers to the industries of the south-east.

Immigration : Modern immigration did not begin with any force before 1850. Over five million have come in since, most of them during this century. About 1,550,000 Italians entered between 1884 and 1955. They make ideal colonists in Brazil. Nearly 35 per cent. of all immigrants have been Italian, 30 per cent. Portuguese, 12 per cent. Spaniards, and 3 per cent. German. There are 250,000 Japanese in Brazil. The Germans are mostly in Santa Catarina, Río Grande do Sul, and Paraná. It is interesting to see what a different tradition can do. The Germans (and the Italians and Poles and Slavs which followed them) did not in the main go as wage earners on the big estates, but as cultivators of their own small farms. Possibly because there is no speculative product in the region they occupy, the colonies in these three southern states have begun to expand, and without loss of population at the centre : a rare phenomenon in Latin America. Here at last is a settled agricultural population cultivating the soil intensively. In no other part of Brazil is this so. It is only by such methods and by such an expansion that

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There were 78,248 immigrants in 1954, and 55,166 in 1955.

The People : The Brazilian colonists inter-married freely with the Indians and the Negroes—those in the Recôncavo, at Salvador, were from the Sudan—but they never lost their language : it is Portuguese that is spoken to-day in Brazil. At first the new colony grew slowly. From 1580 to 1640 the population was only about 50,000 apart from the million or so indigenous Indians. By 1650 it was 70,000. In 1700 there were some 750,000 civilized beings in Brazil. Early in the 19th century Humboldt computed there were about 920,000 whites, 1,960,000 Negroes, and 1,120,000 Indians and mixed Indians and whites : after three centuries of occupation a total of only four millions, and over twice as many negroes as there were whites.

The immigrations of the 19th and 20th centuries changed the picture vastly. To-day, at a rough guess, the pure whites form about 61 per cent. of the population, mixed white and negro or Indian about 21 per cent., and Negroes 15 per cent. ; the rest are either aboriginal Indians or Asiatics. There are large regional variations in the distribution of the races : the whites predominate greatly in the south, which received the largest flood of European immigrants, and decrease more or less progressively towards the north.

This table gives the census return for 1950, and estimates for 1957. The capital of each state is given in brackets.

	States.	Population. 1950.	1957 (Est.).
North :	Amazonas (Manaus)	514,099	584,378
	Pará (Belém)	1,123,273	1,278,888
North-east :	Maranhão (S. Luís)	1,583,248	1,865,613
	Piauí (Teresina)	1,045,696	1,230,384
	Ceará (Fortaleza)	2,695,450	3,188,027
	Rio Grande do Norte (Natal) ..	967,921	1,127,850
	Paraíba (João Pessoa)	1,713,259	1,937,572
	Pernambuco (Recife)	3,395,185	3,962,792
	Alagoas (Maceió)	1,093,137	1,198,317
East :	Sergipe (Aracaju)	644,361	722,136
	Bahia (Salvador)	4,834,575	5,555,164
	Minas Gerais (Belo Horizonte) ..	7,717,792	8,462,498
	Espirito Santo (Vitória)	861,562	944,182
	Rio de Janeiro (Niterói)	2,297,194	2,652,669
	Federal District	2,377,451	2,895,777
South :	São Paulo (São Paulo)	9,134,423	10,715,390
	Paraná (Curitiba)	2,115,547	3,050,186
	Santa Catarina (Florianópolis) ..	1,560,502	1,878,903
	Rio Grande do Sul (Porto Alegre) ..	4,164,821	4,837,482
West-centre :	Mato Grosso (Cuiabá)	522,044	601,971
	Goiás (Goiania)	1,214,921	1,567,362
	Territories (5)	207,864	277,379
	Total	51,944,397	60,819,605

Birth rate per 1,000 : 43.5 ; death rate : 19.7.

The four censuses of the present century show the growth of the population like this :

1900	17,318,558	1940	41,236,315
1920	30,635,606	1950	51,944,397

Between 1940 and 1950 the population grew by over a million a



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year, and this was natural growth in the main and not due to immigration. The population in the cities is rising very rapidly : the ten largest cities now hold 13 per cent. of the whole population, and Brazil has 29 other towns with more than 100,000 inhabitants. One outstanding feature is disclosed, and that is a serious decline in those engaged in agriculture. To-day, 68.4 per cent. of the people are rural ; 31 per cent. are town dwellers.

It was estimated in 1920 that 75 per cent. were illiterate. The constitution of 1937 provided for obligatory and free education, and there has been a sustained campaign for literacy since. But the 1950 census showed that half of those over the age of five in the state of Río de Janeiro still could not read or write ; the percentage rises to 71 per cent. in some of the other states.

But there are important facts about a people which no census can reveal. One of these is that there is no bar or prejudice against the coloured peoples ; there is no sentiment of race in Brazil. The result has been a plentiful crop of artists, scientists, and statesmen of pure Negro or Indian blood or of mixed descent. Another is that the Brazilians are an exceptionally courteous and hospitable people, laced with a charming aristocracy to whom blood and tradition is of far more account than wealth. There is, as yet, no large middle class, though it is growing. Religion enters deeply into the communal life, and provides much of its colour in a variety of festivals. There is much local patriotism : a Brazilian has bonds with his state and often with his native town, as well as with his country.

Communications : Inadequate communications are a formidable handicap. Transport problems are those of a continent rather than of a country, yet 91 per cent. of the railways, 75 per cent. of the roads, 89 per cent. of the population and 95 per cent. of the cultivated land are contained in a coastal belt 300 miles wide.

The **railways,** of which there are 23,253 miles—they were originally built to supply export markets—have divided this belt into economic "islands." Up to the present most of the traffic between them has been carried by sea. To join them effectively by rail means—besides 2,000 miles of new construction—the unifying of Brazil's five existing gauges. This sounds more alarming than in reality it is : 90 per cent. of the track is one metre gauge, 7 per cent. one metre sixty, and only 3 per cent., mostly of unimportant lines, is of less than one metre gauge. The Abbink report states that the railways "are desperately in need of reconstruction and re-equipment." Some of them have been or are being electrified. Others have adopted Diesel traction, but most Brazilian locomotives still burn wood, which must often be hauled long distances by motor lorries consuming imported petrol ; the near-by forests have been depleted. Only 3 of the 29 railways are run at a profit.

The first railway was opened near Río de Janeiro in 1853. The British built and owned most of the great lines opened since, but they have now been sold to the Government.

Roads : Apart from the network in the industrial south-east the roads, of which there are 46,900 miles, are primitive. Less than a quarter are improved roads.

Both railways and roads are detailed under the towns which they

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Air Services : The first commercial flight took place in Brazil in 1927. To-day, there are some 17 Brazilian air companies ; they have services which connect most towns, even those in the remoter parts of the interior, with the Federal and state capitals. Because of the comparative lack of railways and roads and the great distances, the aeroplane has eased the traveller's lot more spectacularly in Brazil than in any other country. The bigger coastal cities are now linked " with the frequency of a suburban train service, and the limits of a vast country are reached at least once a week as punctually as one would expect to cross the Channel." São Paulo's main airport clears nearly a million passengers a year.

Brazil has 1,010 airports and landing fields. In 1955 Brazilian commercial aircraft flew 450,748 hours, carrying 2,894,139 passengers and 69,791 m. tons of cargo.

GOVERNMENT.

The **Constitution** is based on that of the United States of North America. There is a Federative Republican form of government, and legislative power is exercised by a Chamber of Deputies with the collaboration of a Federal Senate. The Federal Senate consists of three representatives from each of the States and the Federal District, elected by direct suffrage for a term of eight years. The Chamber of Deputies is composed of representatives of the people, elected on the proportional system.

There is universal suffrage for all citizens over eighteen if registered according to the law, with the exception of beggars, illiterates, soldiers, and those whose political rights have been suspended.

Executive power is vested in the President, who is elected by direct universal suffrage for a term of five years, and is ineligible for an immediately following second term. There is a Vice-President, and in the event of the Presidency becoming vacant he takes office until the end of the Presidential term.

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Courts of Law : The Supreme Federal Court sitting at Río de Janeiro is composed of eleven judges nominated by the President subject to the approval of the Congress, and as many judges of lower courts as Congress may appoint. The appointments are for life. There are Divisional Courts throughout the various states ; in each state there is a Federal Judge and municipal magistrates

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Extradition of foreigners is permitted, but not that of Brazilians. It is not conceded for political offences, military excesses, offences against religion or the press ; crimes entailing under Brazilian law imprisonment for less than 12 months ; when the offence was committed outside the period of statutory exemption of the petitioning country ; or where the offender would have to answer before a special court in his own country.

History of Brazil : A brief history of Brazil's discovery, settlement, and economic progress has already been given. The first system of government adopted by the settlers was a kind of feudal principality—there were thirteen of them, but these were replaced in 1572 by a Viceroy. In the same year an experiment was tried of dividing the colony into two, north and south, with capitals at Salvador and Río de Janeiro, a division which corresponded in the main with the tendency of settlers from north Portugal to settle in northern Brazil, and those from southern Portugal in southern Brazil. It was not until 1763 that Río was finally made the sole capital. Even in the early days there was a tendency for this huge country to disintegrate, a tendency which continued until quite recent days to harass the central government.

In quite early days colonial society formed itself into a hierarchy—the white Peninsulars and the whites born in Brazil at the top, with the Mestiços or Mamelucos (the result of intermarriage with the Indian) and Mulattos (the result of intermarriage with the Negroes) well below. There was also the Cafuso, the half breed element resulting from the marriage between Negro and Indian.

The Colonial set-up, which lasted to the early years of the nineteenth century, was complicated. The Indians, contrary to the law, were virtually slaves ; the Negroes were actually slaves, though, on the whole, kindly treated. Some of the Negroes from the Sudan had brought with them a traditional knowledge of the working of metals which was well in advance of that of their masters. English travel books of the period show clearly how highly esteemed the Negro was as overseer on the big estates and in the foundries.

The economic structure was, in the main, that of huge estates run by slave labour, with an aristocratically-minded white element that played the absentee landlord and did no manual work. The Portuguese crown expected both a personal and a state revenue from its colony. This was raised partly by payment of a tenth of the produce from grants of land made to colonists, and partly by some forty kinds of taxes levied on the inhabitants. The judicial system was lax, and there was great corruption by sale of office. But in Brazil, unlike the Spanish Colonies, there was a saving laxity in tax

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collecting, in slavery, and in the general regimentation of the colonists.

With one exception, the bulk of the colonists, right up to the early 19th century, lived mostly along the coastal belt. The exception were the Paulistas, who had thrust far into the interior.

Three hundred years of easy going Colonial life under the paternal eye of Portugal had ill-prepared the colonists for independent existence, but towards the end of the 18th century the infiltration of European thought and, between 1808 and 1824, the machinations of Napoleon in Europe, forced the colonists to decide whether they preferred tutelage or independence. When the troops of Napoleon caused the Portuguese Royal Family to sail in British ships to Brazil in 1808, the fate of the colony was decided. The Regent John returned to the mother country in 1821, leaving his son, the handsome young Pedro, in charge. The Portuguese Parliament (the Cortes) did not like this arrangement, and called on Pedro to return. The Creoles called upon Pedro to stay. On May 13 he assumed the title of "Perpetual Defender and Protector of Brazil," On September 7th, he was challenging Portugal with the cry "Independence or Death" by the Ipiranga River; on October 12, he was being proclaimed constitutional emperor of Brazil, and on December 1st, he was being crowned at Río de Janeiro. Brazil was an autonomous State.

Dom Pedro the First had the bad luck to be faced by a secession movement in the north, to lose the Banda Oriental, annexed some time previously; and to get somewhat involved in his marital relations. In sum, he abdicated as the result of a military revolt in 1831, leaving his five-year-old son, Dom Pedro the Second, in the hands of a regent, as ruler. On July 23, 1840, the lad, though only 15, was proclaimed of age and the regency discontinued. And now began a golden time for Brazil, for Dom Pedro the Second, a liberal democrat at heart, was one of the wisest rulers this earth has known. He promoted education, vastly increased communications, encouraged agriculture, and stamped on corruption. It was under him, too, that immigrants began to fill the land. And it was he—no small title to fame—who brought down the tyrant Rosas at Buenos Aires by a sharp and well-conducted war. The war with the Dictator Lopez of Paraguay lasted longer, but led to the same salutary end. Above all, it was he who finally declared that he would rather lose his crown than allow slavery to continue in Brazil, and on May 13th, 1888, slavery was finally abolished.

There is little doubt but that it was this measure which, in fact, lost him his crown. Many plantation owners, who had been given no compensation, were ruined, and turned against the Emperor. On November 15, 1889, he and his family were banished. On November 17, he sailed for Europe. Two years later he died in a second-rate hotel in Paris, after steadfastly refusing a pension from the somewhat conscience-stricken revolutionaries. During the first centenary of Independence in 1922, the Imperial Family was allowed to return to Brazil, and the body of Dom Pedro was brought back and buried in the cathedral at Petropolis. Brazilians, essentially a tender-hearted people, heaved a sigh of relief at this reparation done to the honour of a much-loved man.

The history of the "Old Republic" (1889-1930) was com-

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paratively eventless, a time of expansion and comparative prosperity. It must not be forgotten that Brazil declared war on Germany during both wars. But 1930 is a cardinal point in Brazilian history. A revolution, headed by Getulio Vargas, Governor of Río Grande do Sul, deposed the then president and Vargas assumed executive power as Dictator. He was Dictator of Brazil until October 1945, when he was forced to resign. He was elected President in 1950. On August 24, 1954, he was invited to take 90 days' leave of absence from the Presidency so that the Vice-President might assume office. He agreed, and then committed suicide.

BRAZILIAN CITIES.

Rio de Janeiro, the Federal capital, is on the southern shore of a landlocked harbour 15 miles long and from 2 to 10 miles wide. The setting, with its superb colouring, is the most admired in the world. The city sweeps half a dozen miles along the broken waterfront of a narrow alluvial strip between the mountains and the sea. The rich green of the hillside contrasts with expanses of grey rock. The beauty of the panoramic tapestry woven by the rare combination of an aquamarine sea, studded with islands etched in white sand, waving palms and the tumbling green mountains which surround the city is matchless. The entry into Río Harbour, whether by day or night, is a spectacle not to be forgotten.

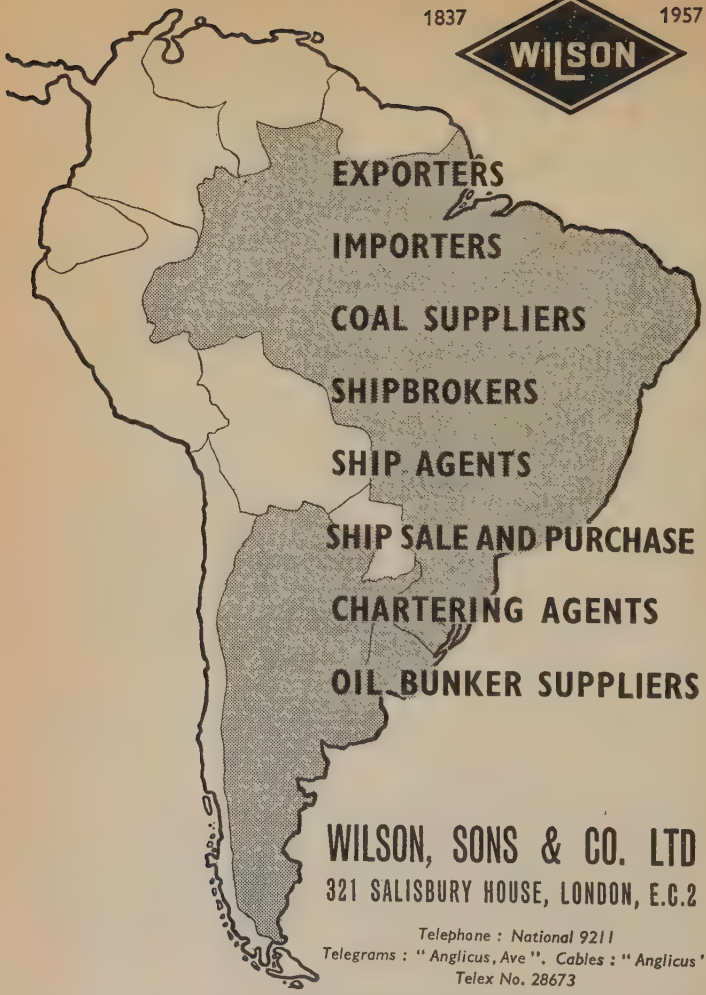
The best known of these rocky masses are the Pão de Açúcar (Sugar Loaf Mountain, 1,230 ft.), and Corcovado, a jagged peak rising 2,300 feet from amongst the houses of the city. There are other heights, including Tijuca, the tallest point in the foreground, and 30 miles away rise the weirdly shaped Organ Mountains with their five "Fingers of God." Sugar Loaf is actually the highest peak of a low chain of mountains on the fringe of the harbour. Nature with prodigious artistry has shaped these massive crags into a colossal reclining figure known as the "Sleeping Giant," and Sugar Loaf represents his bent knee.

The city of Rio de Janeiro is worthy of its splendid setting. The promenade facing the sea is five miles long. Many of the buildings are palatial; the city squares are of great beauty, with bronze statuary, fountains, and luxuriant greenery. These pleasances are beautifully maintained, and the open-air life of the cafés adds constant liveliness and gaiety to the scene.

The city is undergoing an extensive remodelling; part of the new plan has been outlined by the well known French architect, Professor Agache. The programme is to beautify the centre of the town, to construct buildings on the site of the Morro do Castelo, to reclaim the Sacco da Gloria, and reconstruct the east end of the town. The earth washed down from the Morro do Castelo now forms the peninsula of Ponto do Calabouço, upon which the Santos Dumont airport has been built.

Sightseeing: The tourist agencies, a list of whom is given later, offer tours of the city and of the environs by private car for the day, or for parties by coach. Those who do not wish to avail themselves of these services can make use of the city's trains, trams or trolley-buses. The main centre for boarding buses and trams is in the

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For key to this map, see page 233.

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Largo da Carioca, about 10 minutes' walk along the Avenida Rio Branco, turning right by the Avenida Hotel. It is suggested that they see, within the city, Candelaria Church, the Monastery of St. Benedict, the Convent of St. Antony, the Gloria Church (see under Churches), the Museum of National History, the National School of Fine Arts, the Municipal Theatre, the National Library, the Monroe Palace, and the Rui Barbosa Museum (see under Public Buildings). Outside the City they should see Copacabana Beach, the Sugar Loaf, Corcovado, Tijuca Village and Forest, Botanical Gardens, Quinta da Boa Vista and Zoological Gardens, the Maracana Stadium, and, if there is time, Niteroi and Icarai, Paqueta Island, Petropolis and Teresopolis. Details on how to reach these places are given in the text.

Exprinter offers a range of inland tours by private car and by motorcoach. One of these is a cultural tour of the old colonial cities of Minas Gerais.

Points of Interest :—Two of the streets are particularly interesting. The Avenida Río Branco, over a mile long and 108 feet wide, is intersected by the city's main artery : the Avenida Presidente Vargas, 2¾ miles long and over 98 yards wide. From the waterfront it crosses the Rua Primeiro de Março and then divides to embrace the famous Candelaria Church. Then the reunited carriage-ways sweep across the Avenida Río Branco in a magnificent unbroken stretch past the Central Brazil Railway terminal, with its imposing clock tower, until finally it incorporates the palm-lined canal formerly known as the Avenida Mangue. The Avenida Río Branco is lined with ornate buildings—clubs, banks and steamship offices, some hotels and public buildings, the School of Art, National Library, Municipal Council Chamber, Supreme Court and Municipal Theatre. The Rua Ouvidor, crossing the Avenida Río Branco half way along its course, contains the principal shops. Other shopping centres are the Ruas Gonçalves Dias, 7 de Setembro, Uruguaiana, Republica do Peru, and a splendid new Arcade running from Av. Río Branco to the Rua Gonçalves Dias. The banks are centred between Ruas Alfandega and 1 de Março. The Avenida Beira Mar, with its royal palms, bougainvilleas and handsome villas, coasting the Botafogo and Flamengo Beaches, is one of the most beautiful drives. Three tunnels lead to the Avenida

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Tourist Points.

(Distances from Praça Mauá).

1. Resort of Bandeirantes—72 km.
2. Isle of Paquetá.
3. Isle of Brocoió.
4. International Airport of Galeão—15 km.
5. Praia das Polonias—22 km.
6. Praia Grande—21 km.
7. Ribeira—13 km.
8. Saco do Pinhão—21 km.
9. Ciganos Dam—32 km.
10. Camorim Dam—55 km.
11. Fregusia—19 km.
12. Rio Grande Dam—51 km.
13. Church of Penha—18 km.
14. N.S. da Pena Church (Jacarepaguá)—30 km.
15. Barra de Guaratiba—79 km.
16. Pedra de Guaratiba—80 km.
17. Sepetiba—63 km.
18. Bartolomeu de Gusmão Zirport—64 km.
19. Pedra Branca—49 km (alt. 1025 m)

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Atlantica, on the Copacabanca Beach, the celebrated bathing-place. There are fine views along the Avenida Niemeyer, 125 feet above the sea.

Vessels usually berth near the Praça Mauá, leading to Avenida Río Branco, where there are numerous " cambistas " where money can be exchanged. The shopping centre is reached by taking a 10-minute walk along Avenida Río Branco and turning right along Rua Ouvidor. This street, together with the cross streets Rua Goncalves Dias and Rua Uruguaiana, contains many of the leading stores.

The Touring Club do Brazil is in a handsome building at the side of Praça Mauá. It has an information bureau for tourists.

Río is one of the healthiest cities in the tropics, with a death rate of 20 per 1,000. Trade winds cool the air, and the maximum temperature of about 90°F. is in February, and the minimum, 60°F., in July. Sunstroke is uncommon, but humidity is high. November to May is the rainy season, and the annual rainfall is about 44 inches.

The population is now 2,895,777. The city proper covers an area of about 60 square miles. The Federal District, which embraces the city, covers an area of 431 square miles, but is quite distinct from the State of Río de Janeiro, though it is contained within the boundaries of that state. The capital of Brazil, Río de Janeiro, lies on the western side of the Bay of Guanabara ; the capital of the state of Río de Janeiro, Niterói, lies on the eastern side of the bay.

The Federal District (which contains Río), is a great industrial area. The main industries are the processing of food, textiles, metallurgy, chemical products, instruments, pottery, tobacco, rubber manufactures, timber, and paper.

The State of Río de Janeiro is largely mountain, tropical or sub-tropical according to the altitude. Its main agricultural crops are sugar cane, coffee, cotton, fruits, tobacco, and vegetables. Its dairy farms provide milk and cheese for the urban population. There is a certain amount of mining : gold, mica and kaolin.

The secret of Río's growth from the ill-kempt and fever-stricken port of the early 19th century to its present munificence and prosperity lies partly in the magnetism exerted by a capital : the interests of a nation focus on its capital, and Río lies close to the economically most productive states of São Paulo and Minas Gerais ; but mostly it is due to the fact that Río lies half-way between the coastal aggregates of people in the north-east and the south. Because land communications are poor the interchange between these widely scattered communities is mainly by sea, and Río is the hub of the nation's cabotage ; much the greater part of Brazil's internal trade is by coastal steamer. Of the total imports from abroad, Río takes 40 per cent. ; it takes some 20 per cent. of the imports and supplies 30 per cent. of the exports in the coastal traffic.

History :—Río de Janeiro was discovered on 1st January, 1502, by the Portuguese navigator, Gonçalo Coelho. The first settlement, however, took place on 10th November, 1555, when the French Huguenot Admiral, Nicolas Duran Villegaignon, entered the harbour with two well-armed vessels and landed on Lage Island. This was shortly afterwards abandoned in favour of Sergipe Island

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Av. Atlântica, 1470 — Cable address "CASTEROTEL"

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Av. Atlântica, 2230 — Cable address "HOTELINDA"

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Av. Copacabana, 552 — Cable address "APRIMORADO"

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Av. Beira Mar, 280 — Cable address "FUTURO"

HOTEL SÃO PAULO - SÃO PAULO

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Praça das Bandeiras, 15 — Cable address "CONFORTAVEL"

HOTEL TROCADERO - RIO DE JANEIRO

Av. Atlantica, 2064 (in course of construction)

(to-day Villegaignon), where a fort was built and given the name of Colligny, the protector of the projected colony.

This colonial fort has now been demolished : the Naval College (Escola Naval)—a model establishment with all the latest equipment for training the officers of a modern navy—has taken its place. The old narrow channel between the island and the mainland has been filled in ; the old island is now part of the mainland.

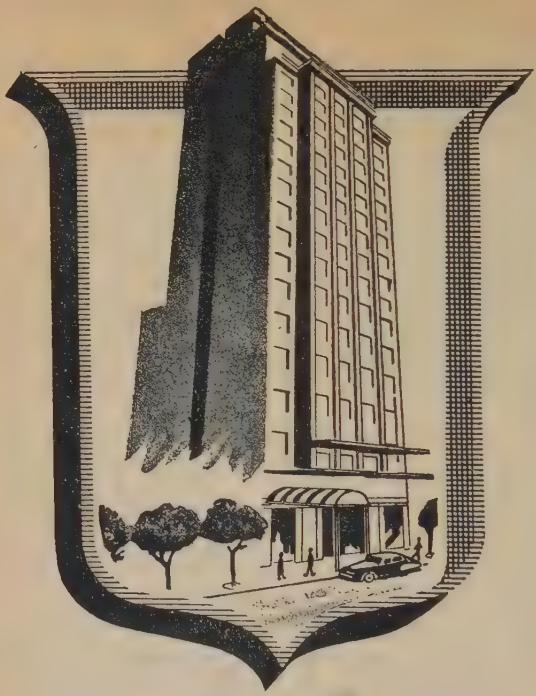
In 1557, another expedition consisting of 300 men under Villegaignon's nephew, Bois le Comte, arrived at the settlement and the settlers began to take possession of the whole of the Bay and its surroundings. Thus matters continued until March, 1560, when Mem de Sá, third governor of Brazil, inflicted a serious naval defeat on the French forces, who were forced to abandon the Bay and seek refuge in the interior. When the victorious fleet had sailed away, however, the French returned and with the help of their Tamoyo Indian allies re-occupied and fortified their old settlements.

The Portuguese Government, wishing to occupy the harbour of Río de Janeiro themselves, sent out Estacio de Sá with two galleons to assist his uncle, Mem de Sá, in founding a Portuguese colony there. At the end of February, 1565, Estacio de Sá landed near the Sugar Loaf, and established a fortified settlement, to which he gave the name of São Sebastião. Inferior in force to the French, Estacio de Sá did not succeed in expelling the French settlers, but when joined by Mem de Sá with considerable reinforcements, a complete victory was obtained over the French on 20th January, 1567, the anniversary of the patron saint of the Portuguese town. The Portuguese were now masters of the Bay, but Estacio de Sá was mortally wounded and died a month later.

Before returning to Salvador de Bahía, then the seat of government in Brazil, Mem de Sá transferred the nucleus of the Portuguese settlement from the neighbourhood of the Sugar Loaf to Mount S. Januario, which covered the site of what is to-day the Esplanada do Castelo, and nominated another nephew, Salvador Corréa de Sá, to be captain of the new colony.

In spite of constant attacks by the hostile Indian tribes, the new city grew so important that in 1572 it was chosen as the capital of the Southern captaincies when Brazil was divided into two provinces by King Sebastião. In 1576, however, the Portuguese Government again decided to govern Brazil solely from the city of Salvador. In 1608 the country was once more divided into two provinces, and Río was once more the capital of the Southern captaincies. In 1676 it was made the seat of a bishopric.

On the 11th September, 1710, the French naval officer Jean François Duclerc landed at Guaratiba at the head of 1,000 men and marched towards the city, which he entered on the 19th. His force was surrounded, however, and capitulated. Duclerc was assassinated some months later. In 1711, Admiral Duguay Trouin, with eighteen sail, entered the port on 12th September and captured the city on the 22nd, largely owing to the conduct of the Governor, Francisco de Castro Moraes, who abandoned the town with the greater part of his troops and a great many of the inhabitants, and took refuge at Iguassú. After the sack of the city, the Governor



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returned and arranged to ransom the town for 1,000 cruzados, 100 cases of sugar and 200 oxen. The French Admiral, after a further stay of two weeks, sailed with his victorious fleet on 13th October.

Due to its admirable situation, the importance which the town had acquired, and the good administration of its Governors, Río de Janeiro rapidly became the leading city in Brazil, and by Royal Patent of 27th January, 1763, became the seat of the Governor-General, with category of Vice-Royalty.

When the Portuguese Royal Court was transferred to Río de Janeiro in 1808, the city made further rapid progress. Not only did its commerce expand, but a great many cultural institutions were founded.

The Court returned to Portugal in 1821, and in 1822 Brazilian Independence was declared. In 1834, Río de Janeiro became an autonomous municipality and was declared capital of the Empire.

HOTELS AT RIO DE JANEIRO.

Without Continental breakfast or other meals :—

	Cr$ Single.	Cr$ Double.
Copacabana Palace (Copacabana) Avenida Atlantica, 1702 Tel. 57-1818 — Cables : " Hobalcop "	320/370	580/720
Has restaurant " A la carte "	Luxe Apts. for 1 or 2, 1,100/1,300 Special Luxe (2 rooms), 1,450	
Gloria (Flamengo) Rua Russel, 632 Tel. 25-7272 — Cables : " Gloritel "	300/400	500/600 De Luxe Apts., 900
Has restaurant " A la carte " (with full board) ..	700	1,300

Including Continental breakfast. Have restaurant " A la carte."

Aeroporto (Sea front, centre of City) Avenida Beira Mar, 280 Tel. 32-4280 — Cables : " Futuro "	300	450
Ambassador (Near centre of City) Rua Senador Dantas, 25 Tel. 32-8181 — Cables : " Ambasshotel "	300/400	400/500
Excelsior (Copacabana) Avenida Atlantica, 1800 Tel. 57-1950 — Cables : " Excelhotel "	650	850
These are rates for 1 or 2 persons	Luxe Apts. (2 persons), 1,200/1,300	
Castro Alves (Copacabana) Avenida N.S. Copacabana, 552 Tel. 57-1800 — Cables : " Aprimorado "	330	390
Miramar Palace (Copacabana) Avenida Atlantica, 3668 Tel. 27-0161 — Cables : " Mirapalace "	400	600
Inclusive terms at Cr$260,00 per person additionally for Luncheon and Dinner.		
Ouro Verde Avenida Atlantica, 1456 Tel. 57-1880 — Cables : " Ouverhotel "	550	650/850
São Francisco Hotel (Opposite Royal Mail Office) Rua Visconde de Inhauma, 95 Tel. 43-0875 — Cables : " Modernotel "	210/260	400/440

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RIO DE JANEIRO

	Cr$ Single.	Cr$ Double.
Guanabara Palace Hotel (Near Royal Mail Office) Avenida Presidente Vargas, 392 Tel. 43-8808 — Cables : " Hotelguanabara "	280/500	420/580
Serrador (Close to Avenida Rio Branco) Praça Getulio Vargas, 14 Tel. 32-4220 — Cables : " Serhotel "	360	600/780
Regente (Copacabana) Avenida Atlantica, 3716 Tel. 47-6161 — Cables : " Hotelregente "	280	400/500
Will serve meals at fixed price of Cr$300,00 per person for Luncheon and Dinner.		
Olinda (Copacabana) Avenida Atlantica, 2230 Tel. 57-1890 — Cables : " Hotelinda "	310/340	400/480
Lancaster (Copacabana) Avenida Atlantica, 1470 Tel. 57-1840 — Cables : " Casterotel "	340/480	400/480
California (Copacabana) Avenida Atlantica, 2616 Tel. 57-1900 — Cables : " Sulotel "	380	440/1080
Grande Hotel O.K. (Near centre of City) Rua Senador Dantas, 24 Tel. 22-9951 — Cables : " Hotelok "	300/500	420/600
Novo Mundo (Flamengo Beach) Praia do Flamengo, 20 Tel. 25-7366 — Cables : " Mundotel "	250/350	350/450

All foregoing rates subject to additional 10% service charge.

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Quitandinha Hotel Tel. Rio-42-2064 — Cables : " Avipam Rio "	330	330/1350

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In addition the Quitandinha Hotel makes a service charge of 12% and the State of Rio Turist Tax of 5% is also charged.

Cruzeiro = 1½d. (approx.)

These tariffs are subject to alteration without notice.

(For announcements of local hotels and business houses, see the later section of this book " LOCAL CLASSIFIED ADVERTISEMENTS.")

Electric Current : 110–120 volts, 50 cycles, A.C.

Restaurants :—(Centre of town) : A.B.I., Brahma, Confeitaria Colombo, Toscana, Alba Mar, Casa Hanseatica, A Minhota, Aeroporto, Aljan, Savoia, Casa Heim, Hotel São Francisco, Mesbla. (In Copacabana) : Copacabana Palace Hotel, Lido, Excelsior, Miramar Palace, Sears Roebuck Sky Terrace, also Joá on the Gavea Road.

Tea Rooms :—Confeitaria Colombo, Lallet, Cavé, Confeitaria Brasileira, Sorveteria Americana.

Conveyance :—The tramway service is singularly good and inexpensive and the routes followed allow most of the surroundings to be seen with ease. There are frequent motor omnibus services to all parts.

Motor-car Hire :—The basic charge per kilometre by taxi is Cr$7,50 between 6 a.m. and 11 p.m., plus 40 per cent. on the taxi metre fare between 11 p.m. and 6 a.m. Baggage and waiting time are charged extra. Hill excursions by arrangement.

Motor Launch Hire :—Cr$150,00 per hour between 7 a.m. to 4 p.m. Other times by arrangement.

Ferry Service :—From the ferry at Praça 15 de Novembro ferry boats and launches cross to Niteroi (20-30 minutes) ; to Paqueta Island (70-90 minutes) ; to Governador Island (1 hour).

Theatres :—Most of the playhouses are devoted to light amusements, but occasionally opera is staged at the Municipal Theatre, where there are concerts and



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recitals also during the winter season. Among theatres of note are the Rival, Recreó, Carlos Gomes, and Serrador. There are numerous first-class cinemas.

Travel Agents :—Wagon-Lits Cook, Av. Presidente Wilson, 164b ; Exprinter, Av. Rio Branco, 57A ; American Express, Rua Mexico, 74b ; Tourservice, Praça Mahatma Gandhi, 14 (Hotel Serrador Building) ; Bordallo Brenha, Av. Rio Branco, 87.

Municipal Tourist Bureau is at Rua Mexico No. 100/108, corner of Rua Araujo Porto Alegre. To reach the latter street turn left off the Av. Rio Branco between the Museum of Fine Arts and the National Library. Open daily, except Sundays and holidays, Saturdays until mid-day. Visitors to Rio are always welcome. Maps of Rio and interesting information about tours and illustrated folders supplied free of charge.

PUBLIC BUILDINGS.

The NATIONAL LIBRARY (Bibliotheca Nacional), in Avenida Río Branco was founded in 1810. Its first collection came from the Ajuda Palace in Lisbon, but to-day it houses over a million volumes and many rare manuscripts. One of its rarities is a latin bible on parchment, printed in Mayence in 1469. It has also a first edition of the Lusiadas of Camoens, printed in 1579. The library is open from 10 a.m. to 10 p.m. on week-days, and 1 p.m. to 3 p.m. on Sundays. The National Museum of Fine Arts (Museu Nacional de Belas Artes) is housed in the second floor galleries of

The NATIONAL SCHOOL OF ART (Escola Nacional de Belas Artes), at 199 Avenida Rio Branco. There are some 800 paintings and sculptures, both ancient and modern, and some thousand direct reproductions of the old masters. Exhibitions of modern works by contemporary Brazilian artists are often held here. Open Tuesdays to Fridays, 1 p.m. to 9 p.m. ; Saturdays and Sundays, 3 p.m. to 9 p.m. Closed on Mondays and national holidays.

Opposite the Art Museum and facing Praça Marechal Floriano, is the handsome MUNICIPAL THEATRE, a replica of the Paris Opera House to a scale of two to three.

The BRAZILIAN ACADEMY, on Av. Presidente Wilson, is a replica of the Petit Trianon at Versailles ; it was given to Brazil by the French Government after the Centenary Exhibition of 1922. The Brazilian Academy of Letters was founded in 1897 by the writer Machado de Assis. A millionaire bookseller made the Academy his heir, and the interest on this legacy provides annual prizes for the best Brazilian works in prose, verse, and drama. The Academy is preparing an exhaustive dictionary of the Portuguese language and issues a quarterly.

The NATIONAL HISTORICAL MUSEUM (Praça Marechal Ancora) contains a most interesting collection of historical treasures, colonial sculpture and furniture, maps, pictures, arms and armour. The building itself is notable, for it was once the old War Arsenal of the Empire, part of which was built in 1767. It is open daily, from noon to 5 p.m., except Mondays, and is well worth visiting.

The Historical Museum now houses the MILITARY MUSEUM AND NAVAL MUSEUM. There is a particularly large collection of paintings and prints in the Naval Museum, besides the more usual display of weapons and figureheads.

To reach it take omnibus No. 1 (marked Circular) from Praça Maua until the end of line, 10/15 minutes. Fare, Cr$2,00. Open Tuesdays to Sunday, noon to 5 p.m. Saturday, 2-5 p.m. Closed on Monday.



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— „ — Praça do Patriarca, 56—Tel. 32-5222
SANTOS—Praça da Republica, 46—Tel. 23-956

The NATIONAL MUSEUM in the Quinta da Boa Vista is one of the most important museums of national history in South America, or indeed in the world. Up to the proclamation of the Republic the building was the home of the Emperors of Brazil. In the entrance hall is the famous "Bendego" meteorite, which was found in the State of Bahia in 1888. It is, so far as is known, the largest metallic mass ever to fall on earth. Its original weight, before some of it was chipped, was no less than 5,360 kilos. Besides several foreign collections of note, the Museum contains Brazilian ethnographic collections of Indian weapons, dresses, utensils, etc., and a very rich collection of minerals. There are still other collections of birds, beasts, fishes, and butterflies.

The NATIONAL OBSERVATORY is on São Januario hill, in the São Christovãó district. It was founded as early as 1827.

The FEDERAL SENATE, known as the Monroe Palace, at the end of Avenida Río Branco.

The FEDERAL CHAMBER OF DEPUTIES, also known as the Tiradentes Palace, after the Martyr of the Republic whose statue faces the building, is in the Rua da Misericordia. It is a handsome, modern construction inaugurated in 1930.

The HOUSE OF RUY BARBOSA, Rua São Clemente, 134, Botafogo, former home of this great Brazilian jurist and statesman, whose artistic and cultural relics it contains, is open from noon to 5 p.m. daily, except Mondays. To reach it take tram No. 10 (Gavea) or No. 14 (Praça General Osorio) from Largo da Carioca; fare Cr$1,50. Also omnibus No. 108 (Castelo-Leblon) from Largo da Carioca; fare Cr$4,00. About 35 minutes by tram; 20 minutes by bus.

ITAMARATY PALACE (Brazilian Foreign Office) contains much interesting old furniture, tapestry and other objects of art. Tourists should obtain permission from the Ministry to view.

CATTETE PALACE (Government House) was formerly the residence of the Barão de Nova Friburgo. It is now used for Cabinet Meetings and official receptions, and is also the official residence of the President.

GUANABARA PALACE, formerly the residence of the Princess Isabel, is now the private residence of the Mayor (Prefeito Municipal).

CHURCHES.

There are many attractive churches in Rio de Janeiro. Several of them are Colonial, with simple and serene exteriors but with lavishly decorated interiors. The Departamento de Turismo issues a small booklet on "Rio Churches."

The oldest convent is the Convent of Carmo, in Praça 15 de Novembro, but that is now used as a school. It was built in the early years of the 17th century. Its old church used to be where the Cathedral now is. Its present church, the Carmo Church, was built in the 1770's. It has strikingly beautiful portals done by Mestre Valentin, the son of a Portuguese nobleman and a slave girl. His, too, are the main altar of fine moulded silver, the throne and its chair, and much else.

The second oldest convent is the Convent of Santo Antonio, on the hill of Santo Antonio, in the Largo da Carioca. It was built between 1608 and 1615. The Church of the Convent, adorned with blue tiles and old paintings, contains, in particular, a marvellous sacristy. In the church are the tombs of the first Empress of Brazil, Dona Leopoldina de Habsburgo e Lorena and of the Infante Dom Pedro de Bourbon. The crypt also contains the tomb of a Scottish soldier of fortune known as "Wild Jock of Skelater." He was in the service of the Portuguese Government when it was seated in Brazil during the Napoleonic War, and had the distinction of being appointed the first Commander-in-Chief of the Army in Brazil. The statue of St. Anthony was made a captain of the Portuguese army after his help had been sought to drive out the French in 1710, and his salary paid to the monastery. In 1810 he became a major, in 1814 a lieutenant-colonel, and he was granted the Grand Cross of the Order of Christ. He was retired without pay in 1914.

The Convent, in the Largo da Carioca, is reached by walking up the Av. Rio Branco for about 15 minutes, as far as the Hotel Avenida, and then turning right.

Separated from this church only by some iron railings is the charming church of St. Francis of the Penitence, built in 1773 with a simple exterior and a lavish interior. The carving and gilding of walls and altar are superb. In the ceiling over the nave is a fine panel painted by José de Oliveira; there is a museum attached to the church.

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RECIFE

The Monastery of St. Benedict (1633 ; entrance in Rua São Bento), contains much of what is best in the 17th and 18th century art of Brazil. " O Salvador," the masterpiece of Brazil's first painter, Frei Ricardo do Pilar, hangs in the sacristy. The carving in the church is particularly good. The Monastery is a few minutes' walk from Praça Maua, turning left off Av. Rio Branco at the Rua São Bento. The intimate view of the harbour and its shipping from the grounds of the Monastery is in itself worth climbing the hill on which it stands.

The Cathedral Church of São Sebastião, patron saint of the city, which was known in Colonial days as the " Loyal and Heroic City of Sao Sebastião," was built between 1749 and 1770. In the crypt are the bones of many famous men, including those of Pedro Alvarez Cabral, the discoverer of Brazil. The Cathedral is in the Rua Primeiro de Março.

The Church of San Francisco de Paula, in the square of the same name at the upper end of the Rua do Ouvidor, was built in 1759. It contains some of Mestre Valentin's work—the carvings in the main chapel and the lovely Chapel of Our Lady of Victory. Some of the paintings, and probably the ceiling, are by Manuel da Cunha, who was born a slave.

The Church of Our Lady of Candelaria (1775-1810), on Praça Pio X, at the beginning of Presidente Vargas Avenue, is well worth a visit in order to see its beautiful interior decorations and paintings. It is on the site of a chapel founded in 1610 by Antonio da Palma after he had survived a shipwreck, an event depicted by paintings inside the present dome.

In the Rua de Santa Luzia, overwhelmed by tall modern buildings, is one of the nicest little churches in Rio : the double turretted Church of Santa Luzia. When built in 1752 it had only one turret ; the other was added late in the 19th century. Inside is a beautiful image of Santa Luzia ; there is also one of the Senhor do Bomfim.

In the Rua Primeiro de Março, at the corner of Ouvidor, is the Church of the Holy Military Cross, built 1780-1811. It is a large, stately and beautiful temple, with many paintings of the Brotherhood of the Military Cross, founded in 1623.

The pleasant and graceful church in the Praça Nossa Senhora da Gloria 135, on the Gloria Hill in the Catete-Gloria zone, is Nossa Senhora da Gloria do Outeiro (the Church of Our Lady of the Hill of Glory). It was the favourite church of the Imperial Family. Architecturally, it is very fine indeed. Built towards the end of the 18th century, it contains some excellent examples of blue-faced Brazilian tiling. It is now being remodelled. The church is reached by tram or omnibus from the Largo Carioca.

When the old Morro de Castelo was razed to make the large new area known as the Esplanada do Costelo, containing the Praça Paris Gardens, the old church of St. Sebastian had to be demolished. The Capuchin friars built another temple in the Rua Haddock Lobo, Tijuca suburb, in 1936, and a remarkable modern church it is. It contains the tomb of Estacio de Sá, founder and first Governor of Rio de Janeiro.

Churches where worship is conducted in English :

Christ Church, Rua Real Grandeza 99, Botafogo. (Church of England/American Episcopalian).

Chapel of Our Lady of Mercy, Rua Visconde de Caravelas 48. (Roman Catholic).

Union Church, Rua Paula Freitas 99, Copacabana. (Protestant—undenominational).

All Saints' Church, Rua Otavio Carneiro 144, Niterói. (Church of England).

PARKS, SQUARES AND MONUMENTS.

The city abounds in open spaces and squares, many of which have ornamental gardens and statuary :—

The Botanical Gardens (Jardim Botánico) founded 1808, are open daily, 8 a.m. to 5 p.m. The most striking features are the transverse avenues of 100-ft. palm trees. There are over 7,000 varieties of plants, a museum, herbarium, aquarium, and library. There are Victoria Regia water-lilies of 21 ft. circumference.

Take trams No. 7 (" Jockey Club "), 10 (" Gávea ") or 11 (" Leblon ") from Largo da Carioca. Fare Cr$3,00, about 50 minutes' ride. Alternatively by bus No. 108 (" Aldeia Campista-Leblon "), 104 (" Barão de Drumond-Ipanema ") or 70 (" Estrada de Ferro-Leme "), fare Cr$4,00, or microbuses marked " Estrada de Ferro-Gávea," " Praça 15-Gávea," " Estrada de Ferro-Leblon " or " Lins-Jockey," fare Cr$5,00. Bus and microbus journey takes 20/25 minutes. Take microbuses marked Via Jockey Club only.

The Quinta de Boa Vista, formerly the Emperor's private park, contains many specimen trees. The Palace now houses the National Museum and is open (Mondays excepted) from noon to 4.30 p.m.

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Cable address—Hercules
Telephone 33-1209

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Av. Marquês de Olinda 274
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Rua Frei Gaspar 26
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The ZOOLOGICAL GARDENS, which contain good examples of Brazilian and imported wild animals, and a fine collection of birds, are now in the Quinta de Boa Vista.

Take tram No. 93 (" Penha ") from the Praça Mauá, or No. 53 (Sáo Januario) from the Largo de Sáo Francisco at the end of the Rua Ouvidor. Fare Cr$1,50 ; about 30 minutes' ride. Alight at Largo da Cancela.

Alternatively, go by bus No. 25 (Triagem-Aeroporto) fare Cr$3,00, or No. 130 (Triagem-Leme) in the Avenida Rio Branco, above the junction with the Avenida Presidente Vargas, fare Cr$3,00. Time of journey 15/20 minutes. Alight at Largo da Cancela.

PARQUE DE CIDADE. A pleasant park a short walk beyond the Gavea Tram terminus. It was previously the grounds of the home of a very wealthy family, by whom it was presented to the City.

JOCKEY CLUB RACECOURSE, at Gavea, meetings on Saturdays, Sundays and holidays. Betting is by totalisator only.

PRAÇA DA REPUBLICA and CAMPO DE SANT'ANNA is an extensive and picturesque public garden in the centre of the city. The square contains a moument to Benjamin Constant, one of the founders of the Republic.

The PASSEIO PUBLICO (turn right at end of Avenida Río Branco), is a garden planted by the artist Mestre Valentim, whose bust is near the old former gateway.

PRAÇA MAUA, cross immediately on landing from the steamer ; it contains monuments to the Barão de Mauá, great industrialist, and Teixeira Soares, famous Brazilian engineer.

LARGO DE SÃO FRANCISCO has a historic church, and a statue to José Bonifacio, one of the patriarchs of the Independence.

PRAÇA 15 DE NOVEMBRO has a statue to the Marquez do Herval, one of the heroes of the Paraguayan War. There is also an ancient fountain from which water for ships was formerly drawn, and statues of General Osorio and Buarque de Macedo.

ESPLANADA DO CASTELLO, with its monument to the Barão do Río Branco, is the centre of a new district on ground reclaimed from the Castelo Hill, which has been rapidly built up with modern offices, including Government Departments.

PRAÇA INDEPENDENCIA has a statue to D. Pedro I, first Emperor of Brazil, who proclaimed the independence of the country.

PRAÇA MAHATMA GANDHI, at the top end of Avenida Río Branco, is flanked on one side by a mass of tall modern buildings forming the cinema amusement centre of the city. The square itself is laid out with ornamental gardens, and has a massive statue of Marshal Floriano Peixoto, famous Brazilian soldier, who, as the second President, did much to consolidate the Republic. There is also a bust of Dr. Paulo de Frontin, notable Brazilian engineer, who cut the Avenida Río Branco and carried out many other notable feats of engineering to modernise the town.

PRAÇA PARIS, built on reclaimed ground in the Sacco da Gloria, and laid out by the famous French town-planner, Professor Agache, is much admired by tourists for the beauty of its formal gardens and illuminated fountains. At the Avenida end of the gardens is a magnificent equestrian statue of Marshal Deodoro da Fonseca, one of the founders of the republic and its first president.

PRAIA DO RUSSELL, at the side of the Praia Flamengo, contains a monument to Admiral Barroso, victor of the Battle of Riachuelo, and another commemorates the opening of Brazilian ports to foreign shipping.

In the LARGO DA GLORIA, between Praça Paris and Praia do Russell, there is a very fine monument to Pedro Alves Cabral, the Portuguese navigator who discovered Brazil in 1500.

The LARGO DO MACHADO is the traffic centre for the tramway services to the southern suburbs.

In the PRAIA DO FLAMENGO there are statues of a Scout, presented by the Republic of Chile, and the Aztec chieftain Chautemoc, presented as a token of esteem to Brazil by the people of Mexico.

At the beginning of the PRAIA DO BOTAFOGO there is a monument to Admiral Tamandaré, the Brazilian " Nelson " and another to Francisco Passos, one of the greatest Lord Mayors of Río de Janeiro. He was largely responsible for making Río de Janeiro into a modern city. At the farther end of the Praia do Botafogo, just before turning into the Avenida Pasteur, there is a bust of that famous French scientist.

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Botafogo—Football, tennis, basketball, athletics and rowing.
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Addresses :—

Australian Legation, Rua Barão do Flamengo, 22, Apt. 202.
British Embassy, Praia do Flamengo, 284.
Canadian Embassy, Avenida Presidente Wilson, 165.
U.S. Embassy, Avenida Presidente Wilson, 147.
British Consulate, Avenida Río Branco, 4, 9th floor.
U.S.A. Consulate General, Avenida Presidente Wilson, 165.
Bank of London and South America, Rua da Alfandega, 29-31, 33-35.
Y.M.C.A., Rua da Lapa, 40.
The British Council : Edificio 7 de Setembro, Av. Churchill 129, 10th floor.
British Chamber of Commerce in Brazil, Rua Visconde de Inhauma, 91.
Caixa Postal 56 (Telegraphic Address : "Chambrit, Riojaneiro.")
American Chamber of Commerce for Brazil, Avenida Graça Aranha, 182.
Anglican Church, Rua Real Grandeza, 99.
Royal Mail Line, Avenida Río Branco, 51-55.
Strangers' Hospital, Rua General Gois Monteiro, 8.
Union of S. Africa, Legation, Barão do Flamengo 22.
Rotary Club, Edificio do Castello, Av. Nilo Peçanha, 155.
Mission to Seamen Avenida Venezuela 264.
British Primary School, Rua Real Grandeza 99.
Sociedade Brasileira de Cultura Ingleza, Av. Graca Aranha, 327. 3rd floor.
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MARKETS :—"Mercado Novo," close to Praça 15 de Novembro ; "Flower Market," Praça Olavo Bilac. Visit early in the morning.

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AIRPORTS :—Río has two airports, the Santos Dumont Airport on Guanabara Bay ; and the Airport of Galeão, on Governador Island, now linked with the mainland by a bridge. The latter is for international traffic only.

ROADS :—The Dutra Highway to São Paulo, 253 miles ; to Petrópolis, 36 miles, Juiz de Fora and Belo Horizonte. São Paulo can be reached in 6 hours.

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CORCOVADO (2,300 ft.), the hunch-backed peak surmounted by a 130 foot high statue of Christ the Redeemer, weighing, with its base, 1,200 tons. There is a superb view from the top, to which a motor road has been opened from the Larangeiras district.

Take tram No. 3 (" Aguas Ferreas ") fare Cr$1,50, 25 minutes, or bus No. 110 (" Grajaú-Laranjeiras "), or No. 113 (" Penha-Cosmo Velho "). Fare Cr$3,00, 15/20 minutes, all from Largo da Carioca. Alight at the rack railway station at 513, Rua Cosme Velho, from which trains depart to the summit, on the hour, from 8 a.m. to 6 p.m. Roundtrip fare Cr$15,00 ; time occupied about 2½ hours.

PAO DE ACUCAR (Sugar Loaf, 1,200 feet), a massive granite cone at the entrance to Guanabara Bay. The bird's eye view of the city and beaches is very beautiful.

By tram No. 4 (Praia Vermelha) from Largo da Carioca to the end of the line in Avenida Pasteur. Fare Cr$1,50 ; about 40 minutes. Alternatively by bus No. 13 (Estrada de Ferro-Urca) from Largo da Carioca, or No. 47 (" Carioca-Urca ") from its starting point on Avenida Almirante Barroso, getting off on Avenida Pasteur. Fare Cr$4,00 ; 25 minutes.

Aerial cableway commences at 520, Avenida Pasteur. Cable car time-table : Praia Vermelha to Urca : first car goes up at 8 a.m., and the last comes down at 10.45 p.m. From Urca to Sugar Loaf the first connecting cable car goes up at 8.15 a.m. and the last leaves the summit at 10,30 p.m. Round-trip fare, Cr$17,00.

COPACABANA, a celebrated bathing place. In the Avenida Reina Reina Elizabeth is a bust to King Albert of Belgium. Estimated population, 300,000.

By bus No. 221 marked " Maua-Copacabana " from Praça Mauá, in front of " A Noite " Building. Departures about every 10 minutes. Fare Cr$5,00. By tram from Largo da Carioca (see above) services " Ipanema " (No. 12) or " Copacabana " (No. 17). Fare Cr$3,00. In both cases alight shortly after bus or tram has passed through tunnel between Botafogo and Copacabana. Time by bus 25 minutes, by tram 45 minutes.

TIJUCA VILLAGE AND FOREST, for those interested in taking a forest walk through mountain scenery. The view from the peak of Tijuca (over 3,000 feet) gives a good idea of the tropical vegetation of the interior and there is a capital sight of the bay and its shipping. Picturesque cascades and grottos can be visited on foot. The best way to it is by motor from the city.

From corner of Avenida Rio Branco and Rua 7 de Setembro take tram No. 66 (Tijuca) to end of line, fare Cr$3,00, changing to tram No.67 (Alto da Bôa Vista), fare Cr$2,00, or microbus " Praça Saenz Pena-Furnas," fare Cr$5,00. A direct microbus is sometimes available from the Candelaria Church, marked " Candelaria-Alto da Bôa Vista," fare Cr$10,00.

Visit the Cascatinha Taunay, and if time permits the Mayrink Chapel, Paul and Virginia Grotto, the Floresta Restaurant and Bom Retiro. Allow at least 5 to 6 hours for the excursion.

TERESOPOLIS (3,000 feet), near the Organ Mountains, is 56 miles by rail and 70 miles by road. It is much visited in summer for its bracing air and panoramic views. It has a golf club. Population : 25,000.

By Bus : Citran Service from Mariano Procopio Bus Station. Buses leave at 7.15 a.m., 1.15 p.m. and 5.30 p.m. and the fare is Cr$71,00 each way. As return tickets are not issued, passengers should book for the return journey as soon as they arrive at Teresopolis. Time, 3 hours each way.

By Train : From Barão de Mauá Station in Avenida Francisco Bicalho. Time,

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Hotels :—Rizzi, Varzea Palace, Pinheiros, Novo, Fazenda da Paz.

The **Itatiaia National Park** is on the Serra de Itatiaia in the Mantigueira chain of mountains, about 82 miles from Río. Reached by train (Central Railway) or by a good road on the way to São Paulo. Itatiaia is surrounded by picturesque mountain peaks and lovely waterfalls. It has good but not luxurious hotels.

PETRÓPOLIS (2,800 ft. above sea-level), a favoured summer hill resort, is reached by bus, or from the Leopoldina Railway Station, whence trains leave for Petrópolis, the fastest making the journey of 36 miles in 1¾ hours. Single fare : Cr$15.00. For the first hour the line is fairly level ; from Raiz da Serra a rack locomotive hauls the train for thirty minutes through most interesting scenery. Petrópolis is the " Simla " of Río, with numbers of picturesque private residences, largely occupied by people from the capital. It was at one time the seat of Dom Pedro I. Now it combines manufacturing industry with floral beauty and hill scenery. The Cathedral, which contains the tombs of the Emperor and Empress, and the Imperial Museum are well worth a visit. Population, 61,843. Golf Club.

By Bus : The principal services, all of which start from the Mariano Procópio Bus Station, in the Praça Mauá (opposite the Touring Club do Brasil—near which passengers land from ships), are (1) Unica Auto-Onibus S.A., (2) Util S.A. Buses leave every 30 minutes throughout the day and the fare is Cr$33,00 each way. Return tickets are not available so that passengers must reserve their places in the return bus as soon as they arrive in Petrópolis. Time occupied on the journey, 90 minutes each way. Distance by road, 42 miles.

About 30,000 hectares of the Serra dos Orgãos, owned jointly by Petrópolis, Teresópolis, and Magé, have been turned into a National Park. The main attraction is the Dedo de Deus (God's Finger) Peak. Its highest point is the Pedra Açu (Açu Stone), 7,296 feet.

Hotels :—Quitandinha, Grand, Palace, Central, Magestoso, Cremerie.

NITERÓI, the capital of the state of Río de Janeiro, across the bay by ferries, is a residential quarter with 222,524 population, handsome provincial Government buildings and fine private houses. The bathing is excellent. Visit the Río Cricket and Athletic Association and the Río Sailing Club. Many British and American families live here.

To reach Niterói from Río de Janeiro, turn left from Avenida Río Branco down Rua Ouvidor or Sete de Setembro for the ferry station at Praça 15 de Novembro. Frequent launch services across the bay to Niterói, fare Cr$5,50 ; time, about 15 minutes. Thence by trolley bus or bus to Canto do Río for Icarai beach (fare Cr$3,00), or to São Francisco beach, (fare Cr$4,00). For the Río Cricket Club take No. 8 trolley bus from near the Niterói Ferry Station to the Rua Miguel de Frias. Fare Cr$3,00. Time about 10 minutes. For Río Sailing Club take No. 5 trolley bus marked " São Francisco," fare Cr$4,00, or bus marked " Jurujuba," fare Cr$6,00. Time about 20 minutes.

Hotels :—Casino, Balneario, Icarai Palace, Atlantic.

Clubs :—The Río Cricket and Athletic Association (cricket, tennis, bowls, Rugby and Association football), the Río Sailing Club.

NOVO FRIBURGO (2,800 ft. above sea-level), is a popular watering place during summer months. It can be reached by train from Río de Janeiro, 94 miles away, in 4¾ hours, by bus from Niterói in 3 hours, and by train in 4½ hours. Population, 29,258.

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Hotels :—Central, Magnifico, Gloria, Floresta, Sans Souci.

PAQUETÁ AND GOVERNADOR Islands in Río de Janeiro Bay, can be visited by ferry services from Praça 15 de Novembro. There is also a launch service. Paquetá is exceptionally picturesque. Governador Island is joined to the mainland by a bridge which links the new Río-Petrópolis road (Avenida Brazil) with the island's Galeão airport for the main international routes. Best departures for Paqueta at 10.15 a.m. and 2 p.m. week-day. Fare, Cr$6,00 ; Sundays and holidays, Cr$15,00.

Business-men, town planners and social workers will be interested in **Volta Redonda,** standing on a broad bend of the Río Paraiba, at an altitude of 1,847 feet, 70 miles from Río along the railway to São Paulo. In 1942 Volta Redonda was a little village ; to-day it has the largest steel works in Latin America and a population of 35,000. The mills are on the river bank and the town spreads up the surrounding wooded and gardened slopes, each house different from its neighbour's. Here is a model industrial town, " steel mills in a garden," with contented workers enjoying the best social welfare schemes in South America. Visitors who have a permit from the Companhia Siderúrgica Nacional's management at Río de Janeiro—granted usually without bureaucratic formalities—are allowed to inspect the mills.

The town can be reached by train (Estrada de Ferro Central do Brazil), in 9 to 10 hours, or by autobuses over good roads. There is a microbus service, carrying 16 passengers each, about every two hours from the Mariano Procopio bus station at Praça Mauá. Fare : Cr$52,00 each way. Time taken : 2½ hours.

Hotel :—Bela Vista.

NORTH FROM RIO DE JANEIRO

From Niterói a railway runs north-east (197 miles, 9 hours), to

Campos, the busiest industrial city in the state of Río de Janeiro. It stands 35 miles from the mouth of the Río Paraíba. It was along this river that coffee planting spread to São Paulo state, and coffee, as well as tobacco, is still grown near Campos. The main industries are sugar refining, alcohol distilling, and fruit preserving. Population: 63,384.

Hotels :—Amazonas, Fluminiense, Estação.

North of Campos the railway runs through the state of Espirito Santo to the port of Vitória. The State, which has little of interest to tourists, has a mountainous interior and a hot, damp seaboard. It is the third largest grower of coffee. In the north there are large forests containing hardwoods.

Vitória, 400 miles from Río de Janeiro, is reached by the Leopoldina railway (21½ hours), irregularly by coastal steamers (24 hours), several times a day by plane (80 minutes), and by bus. The island on which it stands is connected to the mainland by two bridges. The country around is picturesque. Population : 55,084.

Its growing importance to-day lies in its connection westwards with Belo Horizonte and the iron mines of the Cía. Vale do Río Dôce at Itabira in Minas Gerais through a railway : the E. F. Vitória a Minas, which transports for export 1.6 million long tons of iron ore





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besides a large tonnage of timber and coffee.

Main Industries :—sugar refining, cotton weaving, footwear, mineral waters ; a burlap bag factory supplying enough bags for the State's coffee, cacao and cereal crops ; the Garoto chocolate factory ; the ' Barbara ' cement factory in Cachoeiro de Itapererim, where the sugar refinery is.

Hotels :—Tabajara ; Sagres ; Majestic.

Among the various **Banks** are the Banco de Credito Real de Minas Gerais ; Banco do Brasil ; Banco do Comm. e Industria de Minas Gerais ; Banco do Comm. e Industria de São Paulo.

Cables :—Western Telegraph Co., Ltd. (British), Edificio Navegacao Rua Jeronymo Monteiro, 348.

Royal Mail Lines, Ltd. :—(Agents, Hard, Rand & Co., Rua do Comercio 269, Cuixa Postal 125/6. Telegraphic address, " Omarius.")

Minas Gerais :

The inland State of Minas Gerais, somewhat larger than France, is mostly on the Brazilian central plateau. The S is mountainous, rising to the 8,400 foot peak of Agulhas Negras, in the Mantiqueira range. From Belo Horizonte north are undulating grazing lands, the richest of which are in the extreme W : a broad wedge of country between Goías in the N and São Paulo in the S—the famous *Triangulo Mineiro* (Minas Triangle). Most of the uplands is also good grazing country and there is a large cattle industry. The best dairy products of Río de Janeiro come from Minas Gerais. The State stands first in Brazil as a producer of beans, maize and garlic, second for coffee, rice, bananas, oranges and tea, third for sugar and tobacco, and grows much cotton and grapes besides.

Minas Gerais was once described as having a heart of gold and a breast of iron. Half the mineral production of Brazil comes from the State : nearly all the iron ore, bauxite, manganese, cassiterite, graphite, arsenic, and mica, besides large percentages of amiantus, beryllium, industrial diamonds, chromium and rock crystal. It has the only two gold mines working in Brazil.

It has no port of its own. Its exports move through Río de Janeiro, Santos, Vitória and Angra dos Reis. There are more than a thousand known waterfalls in the State, with a potential capacity of over two million h.p. The easy availability of power and the local agricultural and mineral production has created a large number of metallurgic, textile, mineral water, food processing and timber industries.

There is much to interest the tourist : the old colonial cities built during the gold rush in the 18th century, and a number of splendid spas and hill resorts like Campos do Jordão. The best way of seeing the charming colonial cities is to take the Central railway to Belo Horizonte. The 400 miles of line winds much and the gradients are steep. There is also a road, subject to the same disabilities, but Belo Horizonte is reached by air in 75 minutes. A de luxe night train from Rio de Janeiro takes only 14 hours, 50 minutes to reach Belo Horizonte. It stops, amongst other places, at Juiz de Fora, reached in 6 hours, and at Barbacêna, reached in 8 hours, 44 minutes. The slower day train takes two hours longer.

Exprinter (Av. Rio Branco 57a, Rio de Janeiro), arranges 5-day cultural excursions to Belo Horizonte, Ouro Preto and Congonhas do Campo.

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RECIFE	L. Figueiredo (Recife) S/A. Rua do Bom Jesus, 160
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on the Paraibuna river, in a deep valley between the Mar and Mantiqueira mountain chains. It has an exceptionally pleasant climate. Altitude : 2,100 ft. Population : 86,819.

Industries : Textiles, brewing, timber sawing, sugar refining.
Main Products : Cotton, sugar, coffee, cereals, tobacco, cattle, timber, and medicinal plants.
Hotels : Palace, Grande, Río de Janeiro.
Banks : Banco de Credito, Real de Minas Gerais.

From **Barbacena,** an industrial town 64 miles further on, a westward rail trip of 40 miles can be made to the colonial city of São João del Rei, with splendid 18th century churches and a grand bridge.

Belo Horizonte, capital of Minas Gerais, and the second most important inland city in Brazil, stands nearly 2,700 ft. above sea-level. Its climate is invigorating, and its surroundings are beautiful. On the artificial Lake Pampulha is a glass and marble Casino and a Yacht Club. The much criticised small church at Pampulha is interesting : the ecclesiastical authorities refused to consecrate it because of its extremely futuristic interior mural paintings and exterior design. Well worth seeing also are the Casino (a splendid example of modern architecture), and the Yacht Club.

Belo Horizonte is well planned and built, has numbers of Italian and German settlers, and is the centre of important mining and agricultural industries, as well as of diamond cutting. Cotton from the São Francisco Valley goes to the local cotton mills. An industrial park, reached by a double track highway, is being developed about 7 miles from the city. There is a motor road to Río, and another is being built to São Paulo, passing through Oliveira. Population, 500,000.

Industries : Iron, steel, seamless tubes, textiles, cement, electric rolling stock.
Main Products : Gold, iron, manganese, cattle.
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Royal Mail Lines, Ltd. : (Agents : Soc. Com. Walter Ltd.), Rua Carijós 105.
B.O.A.C. Agents : Rua Carijós 105.
Hotels : Normandy, Brazil-Palace.
Banks : Bank of London and South America ; Banco de Credito Real de Minas Gerais S.A. ; Banco de Lavoura de Minas Gerais ; Banco Hipotecario Agricola de Minas Gerais ; Banco de Minas Gerais.

From Belo Horizonte, excursions can be made to the picturesque colonial cities of Nova Lima, Sabará, Ouro Preto and Mariana.

Nova Lima, about 17 miles to the south-east by rail or road, is set in eucalyptus forests. Its little, square colonial houses, built on uneven ground, are grouped round the gold mine of Morro Velho, opened by a British company in 1834 and now the deepest mine in the world. The shaft has followed a rich vein of gold down to 9,000 feet—a feat made possible by air cooling. The noise of the ore crushing machine thunders through the town night and day. Permission to visit the mine must be got in advance. A number of British managers and technicians live here. Population, 10,000.

Fifteen miles east of Belo Horizonte, across the mountain range of the Serra do Curral by rail or road, is the ancient gold-mining town of

Sabará. From the crest of the Serra there is a splendid view of

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Belo Horizonte, left far below, and of the empty purple mountains ahead. Sabará was once a great city, and may be so again as the iron of the area is developed. It is its old churches and fountains, its rambling cobbled streets, its simple houses with their carved doors, and its museum of gold mining in the 18th century in the Intendencia de Ouro which draw the visitor to-day.

Passeio a Sabará, by Lúcia Machado de Almeida, with magnificent illustrations by Guignard, is an excellent guide to the place.

About 75 miles south of Belo Horizonte by a new road is

Ouro Preto (black gold), the former capital of the State. It has a population of 9,247, mostly miners of gold, iron and manganese, and textile workers. There is a famous School of Mines here, attended by students from all parts of the country. It has a splendid museum of Minerology and Precious Stones.

The city, built on rocky ground 3,500 feet above sea-level, is such a remarkable treasure house of colonial and baroque architecture and painting that it was decreed a national monument in 1933. Its stone paved streets, the scene of Holy Week processions, wind up and down steep hills crowned with glorious churches. Monumental fountains, baroque churches, enchanting vistas of terraced gardens, ruins, towers shining with coloured tiles, all blend together to maintain an exquisite 18th century atmosphere.

Hotels : Grande (up-to-date), Tofolo, Rodrigues. Pensions : Familiar ; Vermelha.
Guide Book : Manuel Bandeira's *Guia de Ouro Preto* : Portuguese and French editions.

Here, as well as at Sabará, can be seen the astounding Churrigueresque carvings in wood and stone of the sculptor Lisboa, nicknamed Aleijadinho, the Little Cripple, because his hands were maimed. The two pulpits in the church of São Francisco, and much else, are his ; so is the stone doorway, the pulpits and the choir loft at Nossa Senhora do Carmo at Sabará. He was a mulatto, the son of a Portuguese architect and a negress. The charming houses, bridges and wall fountains are well worth seeing.

Mariana, another old mining city of churches and quaint streets and buildings is 6 miles to the east of Ouro Preto by rail. See the Cathedral, the paintings of Ataide in São Francisco de Assis and the old Palace of the Governors connected with it, the Museum for its church furniture and ivory cross, the city hall, the Aljube, and the post office, once the house of a notable. Mariana has the second gold mine in the state : the Brazilian-owned Minas de Passagem.

On the main line from Belo Horizonte to Rio (a few miles below the branch to Ouro Preto), is the small hill town of **Congonhas do Campo.** It is dominated by the great pilgrimage church of Bom Jesus (1773), from whose terrace there is a wide view of the country. Below the terrace are six small chapels set in beautifully arranged sloping gardens reminiscent of the great 18th century religious gardens of Broga, in northern Portugal. The church is famous for its sculptures by Aleijadinho, and for its "Room of Miracles." Altitude : 2,842 feet.

Hotels : Grande ; Santuário ; Pensão Congonhas.

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some excellent colonial remains, particularly the fantastically carved overhanging roofs and their brackets. But the town is in the deep interior, 3,670 feet above sea-level, 185 miles by rail from Belo Horizonte. Population, 10,177.

The Spas of southern Minas Gerais, largely frequented as holiday resorts by the people of the south-east, are easily reached by railway or road and sometimes by air from Río de Janeiro and São Paulo. All these places, with their hot springs and mineral springs and curative baths are planned as much for the amusement of the visitor as for his cure ; most of them have casinos and all of them have cinemas and facilities for sport.

São Lourenço, 9 hours by train from Río de Janeiro or São Paulo, stands at 2,800 feet above sea-level. It is recommended as a holiday centre and for the richness of its natural mineral waters in the treatment of stomach, liver, kidney and intestinal complaints. There is a complete and up-to-date Hydro Establishment for douches and for the famous carbo-gaseous baths, unique in South America and comparable with those of Royat and Bad-Nauheim for the treatment of arterial hypertension, arterial-sclerosis, tachy-cardias, etc. (See announcement of São Lourenço Hydro-Mineral Spa opposite).

There are numerous first-class hotels, and the town's attractions include tennis, rowing, swimming, and an aviation field. There are usually between 25,000 and 30,000 visitors every season, which runs from September to May. Population, 8,930.

Bus Service from Río de Janeiro, 172 miles.
Hotels : Brasil ; Palácio ; Metrópole ; Sul Americano ; Londres e Ponto Chic.
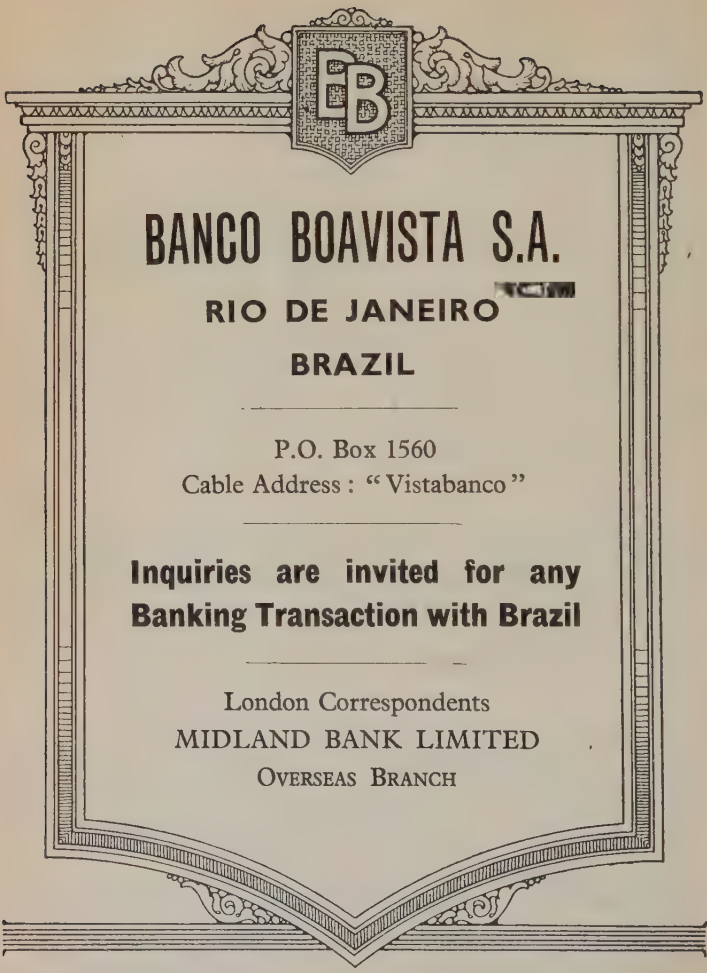
Caxambú, north of São Lourenço by rail or road, stands 2,943 feet above sea-level ; it is famous for its mineral waters, specially recommended for diseases of the stomach, kidneys and bladder. The seasons are from January to April and September to October. Special trains are run from Río (179 miles) and São Paulo during the season. The town itself is modern, but the mountains and forests around are very beautiful. Its mineral waters are bottled and sold throughout Brazil. There are excellent hotels at this Spa, and about 10,000 visitors frequent it every year. Its population is 7,878.

Hotels : Gloria ; Palace ; Avenida ; Caxambu ; Bragança.

Poços de Caldas is reached by rail, road, or plane from São Paulo or Río (356 miles). It is the most luxurious and fashionable of the resorts. It has complete and up-to-date thermal establishments for the treatment of rheumatic, skin and intestinal diseases. There is a sumptuous Palace Hotel, built by the State Government, with its own sulphur baths. Other attractions for visitors include a luxurious casino, the Country Club, and picturesque excursions. Excellent climate. Altitude, 3,878 feet. Population, 19,680.

Hotels : Palace ; Quisisana ; Grande ; Gambrinus ; Minas Gerais, etc.

Three lesser resorts, and none the less pleasant for that, are **Lambarí,** 35 miles west of Caxambú by road, and at 2,946 feet ; **Cambuquira,** a little north of Lambarí by car or rail at 3,107 feet, and cheaper than most ; and **Araxá,** in the Minas Triangle, about 120 miles from Uberaba. Araxá, a quiet little place with thorium and radio-active waters and sulphur and mud baths, stands 3,182 feet



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above sea-level. It can be reached from Río or São Paulo by rail, but more easily from Belo Horizonte : eight hours by road, 24 hours by rail, or one hour by air. There are two planes and three trains a week. It has a State built luxury hotel and casino second only to the famous Quitandina Hotel at Petrópolis.

Lambarí Hotels : Imperial ; Bebiano ; Central ; Palace ; Vilhena.
Cambuquira Hotels : Grande Emprêsa ; Elite ; Silva ; Vitoria.
Araxá Hotels : Grande ; Araxá ; Radio ; Cavalini.

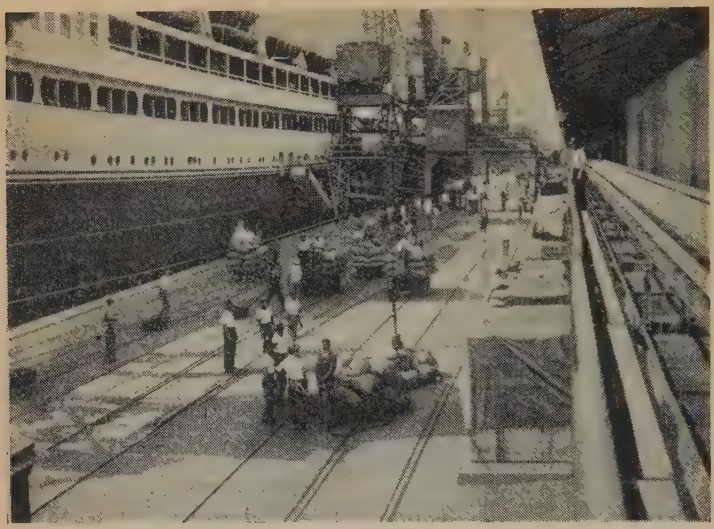
The State of São Paulo.

The State of São Paulo, with an area of 95,800 square miles and a population of over 10,000,000 (or 1,000,000 more than the total population of Australia), is larger than the states of New York and Pennsylvania together and about the same size as Great Britain and Northern Ireland. It has a narrow zone of wet tropical lowland along the coast. Santos, the State's port, lies here. This lowland rises in an unbroken slope to the ridge of the Great Escarpment—the Serra do Mar—at from 2,600 to 2,900 ft. above sea level. The upland beyond the Great Escarpment is drained westwards by the tributaries of the Río Paraná. The broad valleys of the uplands are occasionally surmounted by ranges of low mountain ; one such range lies between the São Paulo basin and the hinterland of the state. There is a sharp drop between the São Paulo basin and the Paraíba Valley ; as it leaves the basin the Central Railroad connecting São Paulo with Río de Janeiro *via* the Paraíba Valley drops 554 feet in 15 miles. West of the low mountains between the basin and the rest of the state lie the uplands of the Paraná Plateau, at about 2,000 ft. above the sea. One of the soils in this area is the *terra roxa*, the purple earth in which coffee flourishes. When dry it gives off a red dust which colours everything ; when wet it is sticky and slippery and difficult to travel over. There is ample rainfall in São Paulo state ; indeed, the largest rainfall in Brazil (150 inches) is over a small area between Santos and São Paulo ; at São Paulo itself it is no more than 56 inches. Temperatures on the plateau are about 10° lower than on the coast. Tropical crops (of which coffee is one) cannot be grown where there is much frost ; it is only south of the latitude of Sorocaba that frosts occur in São Paulo, and then not frequently. Temperatures are too low for coffee in the São Paulo basin itself.

History : It is usually said that the Portuguese did not settle in São Vicente until 1532. That is not so. The place appears on maps *made* in 1507 and there are indications that Europeans were living there soon after. It was a flourishing little hamlet in 1526 and there are records of the sale of a small ship and slaves. Cabot traded there in 1530.

Nor is the customary statement that the first settlement was made in the highlands in 1554 correct. Ramalho, a pioneer who lived with an Indian woman and gained much influence over the Indians, was there when the first royal governor, Martim Afonso, arrived in Brazil in 1530. Martim Afonso himself established a fortified village in the highlands, called Piratininga, in 1532, but its inhabitants scattered soon afterwards. They continued, however, to live in sin in

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the highlands and would not come down when the Jesuit Leonardo Nunes tried to make them do so in 1550. He established a chapel for them dedicated to Santo André, and this was probably the fortified village which the Governor-General Thomé de Sousa created in 1553. The Acts of the "town council" of Santo André still exist. About the same time Father Manoel da Nobrega S.J. passed on a little further to what is now São Paulo and chose the site of the present city, leaving two Jesuit brethren there. The official foundation is, however, given as taking place in the following year when the college was instituted. But it was not until 1681 that the seat of state government was moved to São Paulo. The town was raised to the category of a city by decree of Dom João VI, King of Portugal, in 1711.

It must be noted that the people who came to São Vicente and pushed over the Serra do Mar were from south Portugal, a restless, energetic, adventurous people very different from the wealthy colonists of Recife and Salvador. It did not seem to them that the land was capable of bearing any wealth-bringing crop. Whilst the planters of the north-east were reaping great fortunes from sugar-cane, the people of São Paulo, enraged by their lack of fortune, set themselves up into adventurous bands—the *bandeirantes*—first to act as slavers, and then to scour north, west and south in search of gold. It was they who discovered gold in Minas Gerais in 1698 and in Mato Grosso in 1719. But the discoveries brought no great wealth to São Paulo. Even by 1822, when São Paulo exerted such a powerful influence in the movement which led to the independence of Brazil, São Paulo, Sorocaba and Campinas were small towns on the verge of the Sertão. The colonists had a little maize and some sugar, but they depended for their existence on the trade in cattle and mules. But a new plant, the coffee tree, was slowly creeping up the Paraíba valley from Río de Janeiro.

It was in 1847 that the future of São Paulo was settled : a land-owner near Limeira introduced a number of German families to work his estate for him as *colonos*, or tenants. This great step was slow in bearing fruit, but between 1885 and the end of the century a boom in coffee and the arrival of large numbers of Europeans transformed the state out of all recognition. Between 1827 and 1873 only 4,182 Italians settled in São Paulo. Between 1887 and 1898 over half a million Italians emigrated to the State. By the end of the thirties there had arrived in São Paulo state a million Italians, half a million each of Portuguese and immigrants from the rest of Brazil, nearly 400,000 Spaniards and nearly 200,000 Japanese. To-day the state holds a rapidly growing population of over ten millions. They produce two-thirds of the country's coffee, well over half the cotton, about a third of the rice, more sugar than any other state, and 50 per cent. of Brazil's industrial wealth. The state has over 51,000 factories employing some 897,000 workers : a good half of these are in the capital. São Paulo provides 47 per cent. of the total exports of Brazil and takes 50 per cent. of the total imports.

Santos, the leading coffee port of the world, 200 miles south of Río de Janeiro is the natural gateway for the foreign commerce of the thriving state of São Paulo. It is reached from Río by ocean steamers in 12-15 hours. An excellent railway and a good highway run to São Paulo (39 miles). A Free-Port Zone for Paraguay—1,200

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miles by rail has been established at Santos.

The port is three miles from the open sea and is approached up the winding Santos Channel, with views of palm-dotted flat shores and irregular hills in the background. São Paulo City is reached by traversing these hills ; there are fine views of Santos during the journey. The plain upon which Santos, a city of 300,000 stands, is an island which can be circum-navigated by small boats. The extensive wharves are very active. The city has been improved in recent years by modern buildings, wide, tree-lined avenues, and wealthy suburbs—outward signs of the prosperity of its inhabitants. The night-life can best be seen within an area known as "Gonzaga," which has the large hotels and several good picture houses. Although best known for its commerce, Santos has a considerable local fame as a holiday resort. Visitors coming from inland towns and neighbouring countries are attracted by the magnificent beaches and views, set in tropical splendour. Santos itself is a sea-port, and like most sea-ports, not very imposing ; one must travel into the suburbs to appreciate the beauty it has to offer.

There are fine monuments, including one in Avenida Ana Costa, to commemorate the brothers Andradas, who took a leading part in the movement for independence, attained in 1822. There are others in the Praça Rui Barbosa, Praça da Republica, and Praça José Bonifacio, the first to Bartholomeu de Gusmão, one of the pioneers of aviation, the second to Braz Cubas, who founded the City in 1544, and the third to the soldiers of Santos who died in the Revolution of 1932.

Landing :—Steamer to wharf.

NOTE :—Passengers who wish to visit the City are advised to take a taxi to the centre, since passenger vessels are berthed some considerable distance from it. The taxi charges are for the car and not per person and visitors are strongly advised to arrange the price before setting off.

Hotels.	Address.	Beds.	Single Room p/day. Cr$	Double Room p/day. Cr$
Parque Balneario ..	Gonzaga (sea-front) ..	500	500/550	800/850
Atlantico Hotel ..	Gonzaga (sea-front) ..	400	400/450	700/850
Grande Hotel Martini	José Menino (sea-front) ..	300	400	700
Metropole Hotel ..	José Menino	120	250/400	450/550
*Ritz Hotel	Gonzaga	100	190	320/400
Palace Hotel ..	José Menino (sea-front) ..	132	300/400	680/800
Avenida Palace ..	Gonzaga (sea-front) ..	250	280/420	450/750
Bandeirantes	Gonzaga (sea-front) ..	106	300	500
Belvedere	Gonzaga (sea-front) ..	100	300/350	500/700
*Grande Hotel Guarujá	Guarujá	300	350/650	550/850

*For bed and breakfast only. The first two hotels and the last have night clubs.

Guarujá is 40 minutes from town. The first 4 hotels and the last are especially recommended to Europeans.

NOTE :—All the above hotels increase tariffs by 20/30% during Carnival week, Easter week, July, and from the 15th December to 15th February. Tariffs quoted above include all meals, with the exception of the Ritz Hotel, which is for bed and breakfast. Starred hotels have night clubs.

Restaurants :—Restaurante Marreiros, rua Senador Feijó, 4 ; A Bodega, rua Visconde de São Leopoldo, 13 ; Bar Boemio, Praça da Republica, 65 ; Atlantico Bar, next to Atlantico Hotel ; Casa Hesperia, Praça Rui Barbosa, 22-24 ; Casa Lemcke, Rua João Pessôa, 45, 3rd floor ; Lutecia, Av. Ana Costa, 482 ; Jangadeiro,

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RIO de JANEIRO

Ponta da Praia ; Restaurant Ibicaba, rua Carlos Alfonseca 4 ; Santa Teresinha Hill. (For announcements of local hotels and business houses, see the later section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

Coastal Steamers :—Frequent regular services by Cia Costeira, south to Porto Alegre, north to Belem (Pará), and intermediate ports ; or by Lloyd Brasileiro to Porto Alegre, Belem, and Manáus (Amazon River).

Rail :—Estrada de Ferro Santos a Jundiai to São Paulo ; Estrada Sorocabana from Santos to Juquiá, and from Santos to Mayrink ; hourly trains to Guarujá from opposite side of Santos River.

Air Services :—Two airlines have services from Santos to other cities, principally to Río de Janeiro.

Motor-Car Hire :—Motor-cars can be hired on the quay side. For short journeys the fare now varies from 40 to 90 cruzeiros. Excursions to São Paulo, lasting seven hours, should not cost more than Cr$1,000.

Royal Mail Line :—Royal Mail Agencies (Brazil), Ltd. ; Rua 15 de Novembro, 190.

British Consulate :—Largo Senador Vergueiro, 2, first floor.

Cables :—Western Telegraph Co., Ltd. (British), Largo Senador Vergueiro 1 and 2. All America Cables & Radio Inc., Rua 15 de Novembro, 141 ; Radio-telegrafica Brasileira (Brazilian), Rua 15 de Novembro, 46, also operates International Radiotelephone Service ; "Italcable" Servizi Cablografici Radiotelegrafici e Radioelettrici, Rua 15 de Novembro, 131/133.

Banks :—Bank of London and South America ; Royal Bank of Canada ; Banco Holandês Unido ; National City Bank of New York ; Banco do Brazil, all in the Rua 15 de Novembro ; Banco de Crédito Real de Minas Gerais S.A., Rua Frei Gaspar, 26.

Exchange Houses :—Casa Bancaria Faro & Cia., Rua 15 de Novembro, 80 & 206 ; Casa Bancaria J. Coelho & Cia., praça da Republica, 45 ; Casa Bancaria Branco & Cia. Ltda., praça da Republica, 30.

Bus Services:—Comfortable buses run an efficient service between the City and outlying suburbs. These buses start, in the majority of cases, from Praça Maua, which is in the centre of the City. There are several bus services to São Paulo at intervals of approximately 10 minutes. This journey is done in one-and-a-half hours and the vehicles used are comfortable, efficient and modern. The single fare is 50 cruzeiros. Express cars also run services to São Paulo at regular intervals ; they take 75 minutes to do the journey. Fare, Cr$70.

Shore excursions :—Wagons-Lits Cook and Exprinter run excursions in modern motorcars both around Santos and to São Paulo. The charges are very reasonable. Their representatives board all Royal Mail passenger vessels when they get to Santos.

To ALTO DA SERRA, the summit of the forest-clad mountain range ; magnificent panoramas and views. The return journey can be done in under two hours. The trip can be made by motor car.

ASCENT OF MONTE-SERRAT :—A funicular railway to the summit gives a magnificent view of the city, beaches, river and surrounding countryside. On the summit is a semaphore station and look-out post which reports the arrival of all ships in Santos harbour. There is also a quaint old church, dedicated to our Lady of Monte Serrat, said to have performed innumerable miracles. The top can be reached on foot. Seven shrines have been built on the way up. Annual pilgrimages are made by the local people.

To GUARUJÁ :—Leave at 9 a.m., motor along the Conselheiro Nebias to the sea front and continue along the beach to the Guarujá Ferry at Ponta da Praia. On the other side proceed as far as Turtle Bay. Lunch at Guarujá. Leave at about 2 p.m., returning by car ferry and proceed along the front to the Orchid Gardens in the Praça Washington at José Menino (the flowering season is from October



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to February). From this place proceed to Santa Terezinha, a hill near José Menino, known as the Santos Switzerland, from the top of which there is a magnificent view of the surrounding country and ocean. There is an interesting little chapel on the summit, and a luxurious restaurant with American bar. Return to the ship *via* the Avenida Ana Costa, arriving on board about 5 p.m.

The following excursion is also recommended : Starting at Quay to Santa Terezinha (from which point an enchanting view of Santos can be obtained), Praia Grande, Ponta da Praia and back to quay. Time required : about 2 hours. Fare about Cr$800,00. There is a Municipal Aquarium on the sea-front standing on its own in the beach gardens at Ponta da Praia where many specimens of marine fauna may be seen.

São Paulo is 253 miles from Río de Janeiro, and is connected with it by air, excellent roads, and by the Central do Brasil railway. There are 400 flights a week between the two cities : it takes little over an hour. São Paulo can be reached by road in 6 hours. Both a day train and a de luxe night train make the journey in 9 hrs. 20 mins.

São Paulo is the fastest growing city in the world. It is already the most populous city in Brazil, the second most populous city in South America, and the continent's leading industrial centre. It celebrated the 400th anniversary of its foundation in 1954, but until the eighteen seventies it was a sleepy, shabby little town of 25,000 people. Eighty years later it covered an area of more than 700 square miles—four times the size of Paris—and had a population of 3,069,000. To-day it is a city of shining skyscrapers and flowering parks, a roaring tumult whose population grows at the rate of about 150,000 a year, and whose industrial districts enguif more and more villages and townships as they spread. It bears the impress of an almost violent energy. In its unsentimental modernity all vestiges of its torpid past have been erased. To all Brazilians it is the city of promise, offering large rewards for initiative and enterprise. Peasant immigrants who arrived only recently, as it were, have created some of the largest industrial empires in the world. The Matarazzo enterprise, founded by an Italian immigrant who arrived in 1893, to-day controls 300 factories, a bank, a shipping company, farms, and oil refineries. Its citizens are intensely proud of its skyscrapers, of its streets lit by high-powered electric lamps, of its excellent water supply, and of the best public transport in all Brazil. It is the remarkable focus of the most remarkable state in the country.

All this sounds inhuman, and São Paulo is not that. " The City," to quote the Río de Janeiro correspondent of *The Times*, " is the cosmopolitan centre of Brazil, and foreigners too, surrounded by manifestations of achievement, tend to feel that the world ends at the city boundaries. São Paulo is not only a place ; it is an attitude. While the bustle and the traffic fray the nerves even of visiting New Yorkers, the smell of cooking which seems to hang ever in the air brings a scent of home to Syrians and Italians alike. Your taxi driver may be anything from a Japanese to a Lithuanian. You can take an *apéritif* on the pavement of a French bar ; dine in a Russian restaurant and dance to a Viennese orchestra ; or spend the evening in dim, velvety American-style night clubs where the waiter dis-

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creetly shines a torch on your bill—presumably to spare your guests the embarrassment of seeing your distress. In the Syrian quarter, old gentlemen sit at the doors of their shops resignedly drawing at their hookahs while inside their sons and grandsons instal neon lighting."

Here are some statistics to support the superlatives which the city compels. First, its phenomenal growth. In 1874 the population was 25,000. In 1920 it was 579,033, to Río de Janeiro's million. In 1947 it was 1,776,000 against the capital's 1,994,000. In 1950, it was 2,227,000 to Río's 2,413,000. In 1955 it was 2,841,940 and had surpassed Río's population of 2,766,934.

Its industrial growth has been equally astounding. In the 30 years between 1908 and 1938 the value of its industrial production increased fifty-fold. It is still increasing at much the same rate. Industry is, fortunately, much more diversified than usual in manufacturing cities. The main ones include food processing, textiles, clothes, paper, pottery, chemicals, leather, tobacco, rubber manufactures, timber, cement, iron, and steel machinery, building and construction materials. The next main development is likely to be the establishment of an aluminium refinery ; there are high grade bauxite deposits within easy reach of the city.

In December, 1952, São Paulo had 19,286 industrial establishments employing 436,850 workers. Textile workers accounted for 23 per cent., and metal workers for 18 per cent. The value of production was over £700,000,000. Over half the total industrial production for all Brazil is accounted for by São Paulo.

The two great reasons for the city's development lie in its position at the focus of so much agricultural wealth, and in its climate, which makes the Paulistas the most hard working and energetic people in Brazil. There is another and a most potent factor which explains its industrial growth : the availability of endless power. In the absence of good coal and other fuel supplies, Brazil has to depend on hydraulic power for its energy. And São Paulo has close at hand (about 35 miles by transmission line) one of the world's greatest hydraulic developments.

Water falling on the plateau on which São Paulo is built forms rivers which flow towards the interior and finally reach the sea at Buenos Aires, 2,500 miles away. Cheap electrical power has been tapped by damming two rivers into two huge artificial lakes—Lake Guarapiranga and the Río Grande Reservoir. Each of these dams backs up about thirty miles of streams which originally flowed inland to the Paraná River. Turbines at the foot of a 2,160 foot drop are capable of generating 1,000,000 horse-power, about three times the power used to-day. This is the main source of power for São Paulo and Santos, though there are other hydraulic plants supplying both cities. The result has been that São Paulo now consumes some 177 million k.w.h. a month.

One other factor in the growth of São Paulo was the railway to its sea-port at Santos. This, one of the notable engineering feats of the world, was built by the British in the 1860's. This vital link between the City and its surrounding farming region and the sea, tunnels and winds its way down the 2,600-foot escarpment of the Serra do

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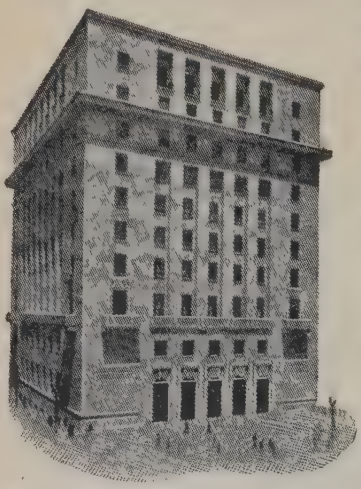
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Mar to Santos.

The shape of the town is an irregular polygon. The shopping, hotel and restaurant centre embraces the districts of Largo do Arouche, Praça da Republica, and Rua Barão de Itapetininga. The commercial quarter, containing banks, offices and shops, is centred within a central district known as the "Triangulo," comprising Rua Direita, Quinze de Novembro, São Bento and Praça Antonio Prado, but it is already rapidly spreading towards the apartment and shopping district of Praça da Republica, where several of the most important banks have recently opened branches. Without exaggeration, the "Triangulo" can be considered the commercial heart of Brazil.

Many wide avenues have recently been driven through crowded areas of narrow streets; the most notable is the five-traffic way of Anhangabahú in the centre of the city; this leads into the Avenida 9 de Julho, proceeding through double tunnels to the outskirts of the city. Both arteries are spanned by several wide and modern viaducts.

Three suburbs: Braz, Mooca, and Lapa, are given up to manufacture and to housing the factory workers.

Close to the viaduct that leads to the smart and busy Praça do Patriarcha, can be seen the magnificent headquarters of the São Paulo Light and Power Co. Ltd., an imposing building in the classic style. It faces across the viaduct the Conde Francisco Matarazzo building, covered entirely with white Carrara marble. Looking over this viaduct to the commercial centre, the landscape is dominated by the great pile of the Bank of the State of São Paulo with its 32 storeys and a turret (529 ft. high) which supports a modern television aerial; close to this bank is the once famous Martinelli building, twenty-five storeys high. From the top of these buildings (permission for a visit is granted) there is in every direction a wonderful view of the whole city and surrounding country.

The picturesque public garden, Jardim da Luz, with its gorgeous flowers, is immediately opposite the handsome Luz Railway Station. The Largo do Palacio is the site of the chief public buildings. The Viaducto do Chá, which bridges a pleasing park, leads to the Municipal opera house, a building of great size and magnificence, which in its turn faces the imposing building of the Casa Anglo-Brasileira, formerly Mappin Stores. Behind the opera house, and adjoining the Esplanada Hotel, is the majestic square building of the Companhia Brasileira de Investimentos, with its thirty-three storeys; this is the largest concrete building in South America. The Avenida Paulista, as well as the "jardins" America, Paulista and Paulistano contain mansions of great beauty and interest and are on part of the route to the famous Butantan Institute or "snake farm," of world-wide reputation. About 10 minutes' walk from the centre of the city is the fine new Municipal Market, covering an area of 27,000 square metres. This majestic building in concrete, with its fluted pillars and stained glass windows, is one of the busiest sights of the town. Sections are devoted to the sale of all kinds of fruit, vegetables, fresh meat, groceries, fish, birds and flowers. The visitor is impressed by the many up-to-date arrangements for his service and comfort,



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BRAZIL

ranging from a telephone at each stall to the powerful pumping system whereby the market is thoroughly washed daily with water drawn from three reservoirs of a good size. Apart from this central market there are also in various residential districts most picturesque local street markets on certain days of the week. The new Municipal Library, 15 storeys high, surrounded by a pleasant and shady garden, as well as the Modern Art Gallery and Museum, at Rua 7 de Abril, are well worth visiting.

However short the trip to São Paulo, a visit should be paid to the new Catholic Cathedral. Its foundations were laid over 40 years before its inauguration during the 1954 festivities commemorating the 4th centenary of the city. This massive building in pure Gothic style, the largest cathedral in South America, with a capacity for 8,000 worshippers, is in the very heart of the city. The sumptuous and large underground crypt chapel contains the mortal remains of São Paulo's foremost ecclesiastical figures of the past.

The grandiose Municipal Stadium in the Pacaembú valley, a new and flourishing residential district is well worth seeing on a Sunday or, preferably, on a Wednesday night when some important football match takes place. Built on Olympic lines in an area of 75,500 square metres, it holds nearly 100,000 spectators; this is considered one of the most up-to-date sports arenas in South America. Besides the flood-lit football ground and athletics field and basket-ball court, there are also a covered gymnasium, open-air and covered tennis courts, a magnificent illuminated 55 yards long swimming pool, and a great hall for receptions and rallies.

The palatial Jockey Club racecourse is a fine tribute to the elegance of this fastest growing city in the world. It is in the Garden City district with easy and plentiful access by bus. Race meetings are held every Saturday and Sunday.

Culture and Education: There are three universities of note: the official university of São Paulo, the Holy Catholic University, and the Mackenzie University. The Biological Institute and the Agronomical Institute—the latter in the neighbouring city of Campinas—are outstanding in the field of scientific research.

Among private institutions, both the Museum of Art and the Museum of Modern Art have notable collections.

Entertainment: The city has a magnificent Opera House and several first class theatres, such as Sant' Ana, Teatro de Arena, Bela Vista (the best), Natal, Leopoldo Froés and Aluminio; it has also large orchestras and choirs, dramatic schools, ballet companies, and the usual multitude of modern and luxurious cinemas.

Sport: The most popular is association football. The most important matches are played at Pacaembú Stadium, one of the largest on the continent. At Interlagos there is a first-class racing track. Swimming, horse riding, roller skating, cycling, car racing, hunting and fishing, flying, golf, hockey, tennis, shooting, fencing, boxing, water polo and track and field sports are all very popular. There is yachting, sailing and rowing on the Santo Amaro Reservoir, an immense artificial lake.

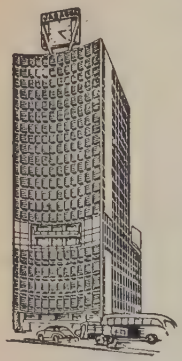
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Excelsior Apts.	**Maraba Hotel**	**Hotel Cinelandia**	**Club "550,"** Bar
Av. Ipiranga, 550	Av. Ipiranga, 757	Av. São João, 613	Air conditioned
Cables : "Excelpart"	*Cables* : "Marabotel"	*Cables* : "Cineotel"	Av. Ipiranga 550

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	Single Cr$	*Double* Cr$	*Restaurant*
Comodoro (Suite)	600/750	650/800	A la carte
„ (Standard)	330/420	430/520	„
Excelsior (Apts.)	550/700	700/850	Restaurant Excelsior Hotel.
Jaraguá (de luxe Apts.)	650/1.400	850/2.400	A la carte
„ (Standard)	500/550	600/700	„
Othon Palace	300/850	600/1.000	„
Esplanada	200/600	320/780	„
Claridge	350/480	480/600	„
Lord	280/320	400/440	„
São Paulo	250/350	400/540	„
Florida	350/	450/	„
Terminus	310/340	460/650	„
Maraba	380/520	520/660	Restaurant Excelsior Hotel.
Ca D'Oro	330/	500/600	A la carte
Excelsior	400/550	550/700	„
Real	350/	480/	„
Pão de Assuc	320/500	450/650	„
Cinelandia	210/330	280/400	Restaurant Excelsior Hotel.
Atlantico	240/	360/	
City	220/	330/	

These rates are quoted in cruzeiros. All charges are without meals, but with private bathroom, and all but very few include morning coffee and rolls.

(For announcements of local hotels and business houses see also the later section of this book " Local Classified Advertisements ").

Electric Current: 110 volts, 60 cycle, A.C.

Restaurants :—In a large metropolis such as São Paulo, it is small wonder that the most exigent " gourmet " of nearly any country in the world should find excellent restaurants where the specialities of his national preference may be found. Apart from the international " cuisine " in the first-class hotels listed above here are only a few of the many in existence :

La Popote, La Casserole	(French)
Cá D'Or, Cantina Piemontesa	(Italian)
Interamericano	(American)
Casa Anglo Brasileira	(British).
Taverna do José	(Russian).
" 707 "	(Yugoslavian).
Almanara	(Arabic).
Hong-Kong	(Chinese).
Gourmand, Hungaria	(Hungarian).
Brahma	(German).
Aqui é Portugal	(Portuguese).
Le Tyrol, Zillertal	(Austrian).
Bon Voyage	(" drive-in " out-door service).
Nova Tokiwa	(Japanese).

Night Clubs :—In the city there are several first-class night-clubs where an excellent meal can be enjoyed. Besides very good dance-bands, the majority provide floor-shows in which ever changing internationally famed artists perform. Among such are the Boite African, Oasis, Captain's Bar and grill-room, Stork Club, Baiuca, etc.

Tea Rooms :—Mappin, Fasano, Viennense, Jaraguá.

Golf Courses :—There is an 18-hole club at Santo Amaro, and another at São Francisco just beyond the Butantan Institute. At Pirituba, near Pirituba station, there is a sporting 9-hole course.

Railways :—The Estrada de Ferro Santos a Jundiaí (ex São Paulo Railway) to Santos and the interior ; Companhia Paulista de Estradas de Ferro, into the coffee, fruit and cattle districts ; Central do Brasil Railway to Río de Janeiro, passing through the steel town of Volta Redonda, 70 miles from Río ; Estrada de Ferro Sorocabana to Southern Brazil and Uruguay ; Companhia Mogiana to north-east of the State and south of Minas Gerais ; Estrada de Ferro Noroeste do Brasil, from Baurú in São Paulo State across Mato Grosso State to Corumbá, and on to

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Literature :—" Facts about the State of São Paulo," an excellently compiled book of 227 pages, with maps and tables, covers this most important State in every branch of its economy. It can be bought from the British and Commonwealth Chamber of Commerce in São Paulo for Cr$120.00.

Roads :—The Presidente Dutra highway, linking São Paulo and Río de Janeiro ; 253 miles ; the Anchieta highway to Santos, 39 miles ; the Anhanguera highway to Campinas, 55 miles ; to Goiás, *via* Ribeirão Preto, 764 miles ; to Curitiba, Florianopolis and Porto Alegre, passable all the way in the dry season ; to Belo Horizonte (under construction), the São Paulo section in good condition ; to Cuiabá (Mato Grosso) *via* Ribeirão Preto, almost completed ; to the north of Paraná, in good condition, 228 miles ; to Bragança Paulista, 53 miles.

Daily Services, at frequent intervals, of modern and comfortable " limousine " motor-cars are now running regularly from São Paulo to Río de Janeiro, Santos and its various beaches, as well as to the majority of the hydro-mineral " spas " throughout the State. All the above routes are also served by modern Pullman buses.

Visits to " fazendas " and round trips by motor into the surrounding country can be organised by the travel agencies.

Air Services :—There are air services to all parts of Brazil, Europe, North and South America, from the two local airports : Cumbica and Congonhas ; the latter is reported to be one of the busiest airports in the world. A plane takes off or lands every three minutes. There are about four hundred flights per week to Río de Janeiro—the second busiest airline in the world.

Addresses :—

British Consulate General—Rua 7 de Abril, 264, 14th floor of Edificio Gustavo Eduardo Jafet, Caixa Postal 846.

American Consulate General—Largo de São Francisco, 181, 5th floor.

British Chamber of Commerce of São Paulo and Southern Brazil—Rua Barão de Itapetininga 275, 7th floor ; Caixa Postal 1621 (Telegraphic address : " Britchamb ") São Paulo.

American Chamber of Commerce for Brazil—Rua Formosa, 367—29th floor.

Samaritan Hospital—Rua Conselheiro Brotero, 1486.

Sociedade Brasileira de Cultura Inglesa—Rua José Bonifacio, 110 and Avenida Hygienopolis, 449.

Anglican Church, Rua General Couto de Megalhães 257.

Banks :—

Bank of London & South America, Rua 15 de Novembro, 165.

Royal Bank of Canada, Rua 15 de Novembro, 240.

Banco Hollandês Unido, Rua da Quitanda, 101 and 114.

The National City Bank of New York, Praça Antonio Prado.

First National Bank of Boston, Rua 3 de Dezembro, 50.

Banco do Brasil, Rua Alvares Penteado, 112.

Banco Brasileiro para a America do Sul S/A, Rua 15 de Novembro, 213.

Banco Auxiliar de São Paulo, Rua Bôa Vista, 68/74.

Banco Comercial do Estado de São Paulo, Rua 15 de Novembro, 336.

Banco Comercio e Industria de São Paulo, Rua 15 de Novembro, 279.

Banco do Estado de São Paulo, Rua 15 de Novembro, 251.

Banco de São Paulo, Rua 15 de Novembro, 347.

Banco Mercantil de São Paulo, Rua Alvares Penteado, 165.

Banco de Credito Real de Minas Gerais S/A, Viaduto Boavista, 80, and Praça da Republica.

Banco do Comercio (São Paulo) S/A, Rua Alvares Penteado, 196.

Banco Portuguez do Brasil, S/A, Rua 15 de Novembro, 194.

Cables :—

All America Cables & Radio Inc., Rua da Quitanda, 100-106. Branch Office : Hotel Excelsior.

The Western Telegraph Co. Ltd. (British), Rua 15 de Novembro, 245. Branch Office : Rua Conselheiro Crispiniano, 28.

Royal Mail Lines :—

Praça da Republica, 76 (Edificio Maria Christina).

Travel Agents :—Miller & Cia. Lda., 396, Praça da Republica ; Exprinter—Rua Barão de Itapetininga, 111 ; Wagons-Lits Cook—Rua Marconi, 101.

Excursions :—By making full use of trams and buses or the " auto-lotação " (collective taxi), a number of interesting and inexpensive excursions can be made :

The Butantan Snake Farm and Museum (Instituto Soro-





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São Paulo
Tel : 36-6391

terapico) just outside the suburb of Pinheiros, is the most popular tourist attraction in the city. On request the keeper will extract poison from a snake ; the antidote made from the venom has reduced deaths from snakebite by 80 per cent in Brazil. It is open daily from 8 a.m. to 4 p.m.

The Museum Paulista (Ipiranga), in the suburb of Ipiranga, is a huge palace set in a beautiful park with coloured fountains and statuary gardens. Here is the famous Ipiranga Monument to commemorate the declaration of Brazilian independence from Portugal. The mud hut in which Dom Pedro I spent the night before his famous cry of Ipiranga—Independence or Death—is preserved in the park. Behind the Museum is the Ipiranga Botanical Garden. Open on Tuesdays, Thursdays, Sundays and holidays from noon to 4 p.m.

Eldorado Beach and Sete Praias, on the new Santo Amaro Lake, has a good hotel, restaurant, bathing houses, rowing and launch trips. Besides the usual trams and buses, the Hotel Terminus runs a station-waggon to their Sete Praias hotel on Saturdays, 1 p.m., and Sundays 8.30 a.m., returning 5 p.m. Return fare : Cr$40.00.

The Parque do Estado and Observatorio Astronomico on the Agua Funda road (Av. Jabaquara), is one of the most picturesque spots in São Paulo. There is a vast garden esplanade surrounded by magnificent stone porches, and a very fine orchid farm worth seeing during the blossom season : May, June to November, December. Over 32,000 different kinds of orchids are cultivated.

Parque Agua Branca (Avenida Agua Branca, 455) contains beautiful gardens with specimens of tropical plants, Brazilian birds and wild life. Pavilions house a well stocked aquarium, a zoo, and exhibitions of food produce.

Horto Florestal and Parque da Cantareira, a beautiful lake surrounded by park land. A museum shows specimens of Brazilian woods and the furniture made from them. (A tram to Cantareira Railway Station or a bus to within short distance of the park). In Tremembé, a little beyond Cantareira, half an hour from the downtown area, is Parque Florestal, containing examples of nearly every species of Brazilian woodland flora. One of its attractions is the Museum of Brazilian woods.

Santo Amaro Dam (Old Lake), is 3 kilometres from the centre of Santo Amaro suburb. This is a popular sailing and motorboat resort with several sailing clubs and many attractive cottages along the shore. There is a tram (40 minutes) and a bus (30 minutes) to Santo Amaro. A tram goes from Santo Amaro to Soccorro Station, 8 minutes' walk from the lake. There is a bus from Santo Amaro to the lake, which provides water for the hydro-electric plant at Cubatão.

Interlagos, which has an autodrome with 18 kilometres of track, is São Paulo's lake resort on the Santo Amaro dam (splendid beach, bathing houses, a comfortable hotel for week-end and permanent guests). It can be reached from Santo Amaro by bus.

To Pico de Jaraguá, an excursion for those interested in climbing

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MAP OF RAILWAYS—SÃO PAULO DISTRICT.

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and in picturesque scenery. It lies between Taipas and Pirituba. Trains leave Luz Station for Taipas, 30 minutes. There is a walk of two kilometres to the foot of the hill before the climb begins.

Trips to the Far West.

In the far west, in the state of Paraná, is the tremendous waterfall known in Brazil as **Sete Quedas** (the Seven Falls), and in Spanish Latin-America as the Guaíra Falls. From São Paulo these and the **Iguassú Falls** can be visited. Brazilian air companies fly to the Iguassú Falls *via* Curitíba from either São Paulo or Río de Janeiro. The Sete Quedas are 80 miles up the Alto Paraná by boat, and a short rail journey up to the falls. A good way of visiting both is to go 560 miles by Sorocabana railway from São Paulo to Presidente Epitacio (Porto Tibiriça), a port on the Paraná. This takes 27 hours. A small river boat (2 days) is then taken downstream to Guaíra, 250 miles to the south—a rough and romantic river voyage through tropical forest. The four miles from Guaíra (where there is a hotel) to the falls are done by car. The great river, 3 miles wide, hurls itself through the rocky gorges of the falls with a tremendous roar. Many of the falls are from a 100 to 130 feet high. This is the most enormous volume of falling water in the world ; it is double Niagara's.

From Guaíra a short railway and a road round the falls (2½ hours) run to Porto Mendes, down below. Eighty miles down the river (6 hours by boat) is the little town of Foz do Iguassú (hotel), at the junction of the Alto Paraná and the Iguassú rivers. Brazil, Argentina and Paraguay meet here. The Falls of the Iguassú, which rises near Curitíba far to the east, are 12 miles by road from Foz do Iguassú. They are described on page 156. To preserve the beauty of the place it has now been made into a National Park.

From Iguassú the traveller can return to São Paulo or Río de Janeiro by air, fly on to Asunción and Buenos Aires, go by boat down river all the way to Buenos Aires, or only as far as Posadas to take a train for Buenos Aires. Some tours go by boat to Posadas, from there by train through Argentina to Passo de los Libres on the Río Uruguay, across the river to the Brazilian cattle town of Uruguayana, then east by air or rail (28 hours) to Porto Alegre. The land and river trips are an excellent way of seeing the country, but they require a certain amount of stamina.

A road is now being built from Presidente Franco, near Foz do Iguaçu, to the town of Coronel Oviedo, in Paraguay.

Towns in the State of São Paulo.

Transport : Another great factor in the development of **São** Paulo city has been its railroad facilities. The Santos a Jundiaí, with its broad gauge tracks, runs from Santos to São Paulo, and across the low mountains which separate São Paulo city from the interior to its terminus at

Jundiaí, 36 miles from São Paulo, to which there is a road as well. (It is also served by the Sorocabana Railway). It has textile factories and other industries. The district grows coffee, grapes and grain. Population, 39,560.

Hotel : Grand Hotel and restaurant.

The Paulista Railway, with the same broad gauge, continues from

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Jundiaí through Campinas, Limeira, and São Carlos do Pinhal—the richest part of the state.

Campinas, 65 miles from São Paulo ; town population : 123,214 ; municipal population : 152,547. Important as a clearing point for coffee, for its Agricultural Institute, and its rapidly growing industries. Dunlop, Singer, and Minnesota have factories here. There is a highly picturesque motor-road (in addition to the State highroad) from São Paulo, with many plantations on the way and the beautiful waterfall of Salto d'Itu.

Main products : coffee, cereals, cotton, sugar, and vegetable oils. There are sugar refineries, foundries, tanneries, soap and cosmetic works.
Hotel : Terminus. Restaurant Armorial (French cuisine).
Bank : Banco de Credito Real de Minas Gerais, S.A.

Limeira, beyond Campinas by rail or road, is a busy town where hats, matches and coffee machinery are manufactured. It is the largest centre of orange cultivation in São Paulo State, and has a large modern American packing house. Population, 27,962.
Hotel : Grande Hotel and restaurant.

São Carlos do Pinhal, 102 miles beyond Campinas, lies on the Monjolinho River, at an altitude of 2,700 ft. A considerable trade is carried on in the products of the district : coffee, sugar, cereals, tobacco, cotton, cattle, and potatoes. Population, 31,539.
Hotels : Estancia Suissa (first class) ; Accacio (central).
Industries : There are breweries, distilleries, textile mills, and the only factory in the country making refrigerators using 100% national parts. The Paulista railway maintains very well kept nurseries for the cultivation of millions of eucalyptus trees for its own use both for poles and for furniture-making.

The narrow gauge Mogiana line connecting with the Paulista at Campinas, covers the north-eastern part of the state. It goes through Riberão Preto and into the Triangulo of Minas Gerais, a great fattening area for beasts, which are railed to the frigorificos of São Paulo. From Araguari, its terminus, another company has built a line into the state of Goias.

Ribeirão Preto, the centre of a rich coffee-growing district, is also a seat of the steel industry. The town is 262 miles from São Paulo city by railway or by road. Population 65,081. Altitude, 1,930 ft. It is a distributing centre for the interior of São Paulo State, and certain districts in Minas Gerais, Goias, and Mato Grosso. Products : coffee, cotton, sugar, grain, and rice.
Hotels : Central, Modelo, Gloria, Umuarama.
Bank : Banco de Credito Real de Minas Gerais, S.A.

Uberaba, in the Minas Gerais "Triangle," is on the Río da Prato, 447 miles from São Paulo. It is an important rail and road junction and serves a wide cattle raising district. At the beginning of May each year the Rural Society of the Minas "Triangle" holds a famous cattle and agricultural exhibition at Uberaba. There are local sugar mills and lime plants. Altitude, 2,300 ft. Population, 43,915.

The spa of **Araxa,** in Minas Gerais, is 120 miles to the east by rail.
Hotels : Modelo, Central.

All the southern part of the state and most of its western area is covered by the narrow gauge Sorocabana railway. The main line runs from São Paulo through Sorocaba to Baurú (274 miles). Here it connects with the Noroeste, which runs across the Paraná

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P.O. Box No. 795 Telegraphic Address—RIODOURO
PERNAMBUCO—Rua do Aplo, No. 81 Recife
P.O. Box 19. Telegraphic Address—RECIDOURO, RECIFE
SANTO AMARO—Bahia State, Rua do Comércio 23
P.O. Box No. 11. Telegraphic Address—AMADOURO, Santo Amaro, Bahia

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river and the state of Mato Grosso to Corumbá, 760 miles. (A continuation of this line into Bolivia is now approaching Santa Cruz, near the oil fields of Bolivia).

Of the Sorocabana's many branches, one starts off from a junction near Sorocaba and extends (through connections with other lines) across the states of the south to the border with Uruguay; from the border there are connections to Montevideo.

From Mayrink there is a branch to Santos (84 miles), the only rail or road branch in the vast area which by-passes São Paulo city.

Sorocaba, 68 miles west of São Paulo, is the fourth most important industrial centre in Brazil. The altitude is 1,770 feet, and the climate temperate. The population is 69,631. It has cotton and silk spinning and weaving mills; produces cement, fertilizers, footwear, hats, alcohol, wines; there are railway workshops, extensive orange groves and packing house installations, printing works, and electric power plants. It is an important cotton growing centre. Other products are timber, sugar, cereals, coffee, and minerals.

Hotels: Viajantes, Roma, do Comercio.

These railways and the extending roads permit São Paulo city to draw sustenance from and to serve an ever enlarging area. The Triangulo of Minas Gerais and parts even of the state of Goias converge naturally by road and rail on São Paulo. The Triangulo has large herds of cattle and, for the sertão, a dense population; Goias is now producing tobacco and cotton, though not as yet in great volume. Of late north-western Paraná has developed coffee plantations on frost-free slopes. The area, too, grows cotton and has large timber reserves. North-western Paraná's connections by road and Sorocabana railway are with São Paulo, not with the state's capital, Curitíba.

A further very great increase in the population of São Paulo city is inevitable as the result of still greater industrialisation and the agricultural development of the vast area it serves. Its population is already greater than that of Rio de Janeiro.

Southern Brazil consists, from north to south, of the three states of Paraná, Santa Catarina and Río Grande do Sul. The conformation of the land is not unlike what it is further north; the Great Escarpment runs down the coastal area as far as Porto Alegre, receding from the coast in a wide semi-circle between Paranaguá and Florianopolis. Beyond it, as in São Paulo, is an inner lowland rising to a vast hilly plateau. But south of Tubarão to the borders of Uruguay the hills of southern Río Grande do Sul, which never rise higher than a 1,000 to 1,500 feet, are fringed along the coast by sand bars and lagoons. Río Grande, the largest port in the area, stands at the opening of the largest of the lagoons—the Lagôa dos Patos; Porto Alegre, the greatest city in the area, stands at the head of the same 116 mile long lagoon.

North of the Río Uruguay the land is deeply forested, but the area of prairie, small in São Paulo, Paraná, and Santa Catarina, grows more extensive than the forest south of the Uruguay valley. In southern Río Grande do Sul, south and west of the Río Jacui (draining into the Lagôa dos Patos) there are great grasslands stretching as far as Uruguay to the south and Argentina to the west.

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This is the distinctive land of the gauchos, or cowboys, of bombachas (the baggy trousers worn by the gaucho), of the poncho (a blanket with a hole in the middle through which he thrusts his head to make a cloak of it), and of Ximarão, mate tea without sugar, the indispensable drink of southern cattlemen. They herd unimproved cattle, (in the main) for their hides and tallow and the xarque, or salt beef eaten by the poorer people of the cities. There are 8.9 million head of cattle, 10.4 million sheep, and some 4.8 million swine in Río Grande do Sul. Nearly all the wool exports of Brazil come from this State. Hogs are used mostly for the making of lard.

There are three sharply contrasted types of colonisation and land owning in Río Grande do Sul. During the colonial period wars with the Spaniards of Uruguay were frequent. In order to hold Río Grande do Sul more effectively, the Portuguese government brought into the grasslands of the south a number of Spanish settlers from the Azores ; these soldiers inter-married with the Brazilian herders in the area. The present day gauchos of the pasture lands are descendants of these two strains. West from Porto Alegre, in the floodlands of the Río Jacui and its tributary, the Río Taquarí, rice is cultivated almost exclusively by a large group of Brazilians of European origin in typical Brazilian fashion : large estates with tenant workers. In spite of the fact that the floods in the rivers occur inopportunely for rice growing, this area is still important as a source of supply for the Brazilian home market.

At São Leopoldo, north of Porto Alegre, a group of German peasants and craftsmen were settled in 1824 and all on their own small farms. During the next 25 years over 20,000 Germans were brought into the area by the Brazilian Government. The Germans concentrated on rye, maize, and swine. Between 1870 and 1890, Italians from northern Italy arrived in numbers and settled north of the Germans, at Alfredo Chaves and Caxias. They brought vine culture with them.

Further up the coast, in Santa Catarina, a group of Germans was settled at Lages in 1822. Because of Indian attacks they retreated to Florianopolis but gradually made their way inland again. In 1848 a new German, Austrian and Swiss settlement was made at Blumenau. They spread inland over the mountains to Joinville, inland from the port of São Francisco. The Italians came later. Over northern Río Grande do Sul and Santa Catarina the vast majority of people to-day can still speak German or Italian or at least trace their origin from these peoples.

In Santa Catarina, a State of small holdings, the farmer owns the land he tills and the cattle he grazes : the familiar European pattern of mixed farming worked by the family. Eighty per cent. of the population is rural. A third of all Brazilian wheat comes from the State, where rye, maize, European fruits and grapes, tobacco, beans, rice and much vegetable produce are also grown. Extensive pine forests on the slopes of the Serra do Mar are exploited for timber. There is coal in the S, and flourishing food processing and textile industries. The State has five ports : Itajaí, São Francisco do Sul, Florianópolis, the Capital, Joinville and Henrique Laje, but the first two handle 90 per cent. of the trade.

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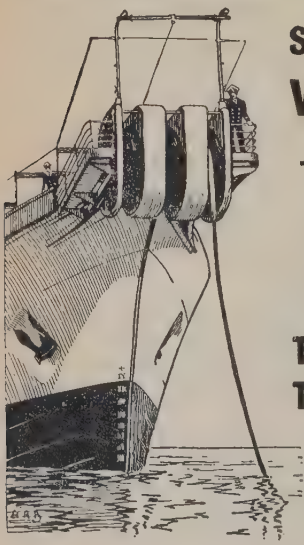
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The Germans of Santa Catarina pushed north into the state of Paraná, but there are comparatively few of them and they are widely scattered. The Italians were first in Paraná, but to-day most of the settlers are of Slavonic origin—Poles, Russians, Ruthenians and Ukrainians. Paraná has made astonishing progress in the last few years. The State's population was 685,711 in 1920, 1,236,276 in 1940, and 2,115,547 by 1950. About 250,000 more immigrants have arrived in the State since 1950. This increase of population has been paralleled by a vast increase in cultivation. Between 1945 and 1951 the area under plough almost doubled to 1.6 million hectares, and the value of farm production was more than quadrupled. Coffee and grain have been responsible for most of this expansion, but Paraná is also one of the great producers of beans, maize, rice, and potatoes ; in a short time the State has become the second largest agricultural producer and the third largest exporter. It has also a large extractive industry, mainly of timber and mate tea.

The products flow down, by railway and road, from the plateau, on which the capital, Curitiba, is placed, over the Serra do Mar to the port of Paranaguá, now the second largest coffee exporting port in Brazil. In Alto-Paraná large new centres of population have risen in a very short time, particularly **Londrina** (*Hotel São George*). The State is developing a vast new roadway system ; the most important is a road connecting Apucarana, the heart of the coffee district, with Curitiba and Paranaguá. The railway system, based on Ponta Grossa, is also being extended : the Central Railway of Paraná will soon connect Apucarana and Ponta Grossa and Paranagua; the north and the south of the State will be linked with Paranaguá by an interconnection between the Rêde Viação Paraná—Santa Catarina and Cia. Ferroviária São Paulo—Paraná.

There is one very important difference between these settlers in the south and the settlers in São Paulo. In São Paulo the farm structures in the settlements have a temporary air ; the settler has little sentiment of attachment to his land and is ready to uproot himself either to live in a city (his dearest wish) or elsewhere to try his chances with a new boom crop. But in the south the settlements are permanent ; the homes are solid ; the settlers are attached to their plot of earth in the European sense. It is a good augury for the future of Brazil that the population in the south, with their stable relationship with the land, is increasing rapidly.

Some observers have put this thrustful energy and stability down to the cooler winters of the south. At Santos the average temperature of the coldest month is 66°F. At Blumenau it is 58.3° ; at Porto Alegre it is 56.3°. The summer temperatures are no more than a degree lower than at Santos. Preston James puts the stability down to the fact that no " boom " crop has yet appeared in the south.

Río Grande, at the entrance to the Lagôa dos Patos, ranks fifth in importance among the major ports of Brazil. It is the most southerly port available to ocean-going steamers, 1,002 miles by sea from Río de Janeiro, 194 from Montevideo, 760 from Santos. Population, 64,241.

Río Grande is the distributing centre for the southern part of Río Grande do Sul. Its cattle and meat industries are important.

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The Frigorifico Swift, installed at the entrance to the port, has a killing capacity of 2,000 head of cattle per day, and operates from December to July. There are also woollen, jute and cotton mills, an oil refinery, canned goods, tobacco, and fisheries.

There are good coastwise and transatlantic steamship services to and from Europe, Río de Janeiro (three days), River Plate, and Porto Alegre (18 hours). The airport is 7 miles from Praça Xavier Ferreira, the centre of the city.

Landing :—Coastwise—alongside wharf; transatlantic—by tender.
Hotel :—Paris.
Excursions :—To Vila Siqueira, a seaside village on the Atlantic Ocean, 20 minutes by car, 40 minutes by train. The bathing beach near the village "Casino," as it is called, is a popular seaside resort in the State, now being supplanted by the development of Torres.
Rail :—To Pelotas (30 miles), Bagé (130 miles), Porto Alegre, Uruguaíana, and Jaguarão (change for Montevideo).
Bus services to Pelotas, Porto Alegre, and Vitoria.
Air services to Porto Alegre.
Cables :—Western Telegraph Co., Ltd. (British), Rua Andrade Neves, 94.

Pelotas 20 miles up the Lagôa dos Patos, between Río Grande (30 miles) and Porto Alegre : steamers to Porto Alegre stop there a few hours. It is a modern town of 79,649 inhabitants notable for its modern services, but somewhat damp. It has some good buildings and gracious parks. The surrounding country is hilly, and the scenery pretty.

Industries :—Xarque, or dried meat; tanneries, flour mills, candles, soap, furniture and shoe factories.
Main products :—Frozen and canned meats, hides, rice, and grapes.
Hotels : Grande, Rex, Rego.
Points of Interest :—Park, racecourse, football grounds, tennis and golf clubs, and a large municipal theatre.
Excursions :—Capão de Leão, Piratiny, Jaguarão.
Communications :—Rail to Río Grande (30 miles, 2 hours); Bagé (140 miles); Montevideo, and Río de Janeiro. Bagé (35,340 inhabitants) is in the gaucho cattle-land, and exports xarque.
Local steamers to Porto Alegre (18 hours) and to Montevideo and Río de Janeiro (830 miles) three times weekly.

Porto Alegre, 170 miles north of the deep sea port of Río Grande, inside the Lagôa dos Patos, lies at the junction of five rivers which flow into the Río Guaiba, and thence into the lagoon which is one of South America's largest fresh water lakes. It is the capital of the state of Río Grande do Sul, and the most important commercial centre south of São Paulo. The Germanic element is still most marked in the city and surrounding districts. At one time about 14 per cent. of its population—500,000—was German speaking. Rio Grande do Sul has the highest proportion of literate people in Brazil.

Standing on a series of hills and valleys on the banks of the Guaíba, with its business centre jutting out into the water on a kind of promontory, Porto Alegre has rapidly become one of the most up-to-date cities in Brazil, with skyscrapers, new buildings and roads springing up on all sides. The panorama is delightful. The older residential part of the town is on a promontory of fair height, dominated by the Governor's Palace, the imposing stone cathedral recently completed, and the two high white towers of the old church of Nossa Senhora das Dores. The granite cobblestone streets at the centre are famous for their undulations, and some have extremely steep gradients. The climate is temperate, and the surrounding

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suburbs, to which there are frequent bus services, are found agreeable by an increasing number of visitors.

A large number of good concrete roads radiate from the City, and all weather roads are open to São Paulo (3 days) and Lajes (227 miles). Delightful motor drives can be taken throughout the surrounding hills and along the lakeside. The landscape is very hilly and picturesque, in many ways resembling the European countryside.

Porto Alegre can be considered a port for ocean-going steamers up to a limited draft, fifteen feet six inches being the safe maximum. The channels at each end of the Lagôa dos Patos require constant attention and dredging to keep them open to shipping. There are plans to widen and deepen these channels to allow some of the large vessels to reach the City. British, American and Continental steamship lines maintain regular services of cargo vessels to and from Porto Alegre. Large areas of reclaimed land have been used for building, further areas are still being reclaimed and will be used to extend the present port facilities and quays.

Porto Alegre's most important industries are devoted to food products, textiles, metallurgy, chemicals and furniture. The chief exports are rice, timber, meat, hides, wool and animal hair.

The industries get their power from coal mined locally at São Jêronimo, a short distance south of the Río Jacuí. The miners live in a most desirable model community. The coal is taken a short distance by rail to the river and carried cheaply by barges to Porto Alegre.

Hotels :—City Hotel, Umbu, Novo Jung, Preto, Paz, and others.

Points of Interest :—The Racecourse, on which meets are held Saturdays and Sundays ; The Country Club (picturesque 18-hole golf course and riding) ; the Parque Farroupilha, which includes a small zoo and botanical gardens ; and a number of picture palaces and theatres. The city water works attractively laid out with surrounding gardens are one of the sights of Porto Alegre.

Excursions :—Tristeza, Ipanema, Belem Novo (river bathing resorts served by bus routes), Belem Velho and Caxias (up in the hills—the latter being the centre of the Brazilian wine industry), Tramandaí, Imbe and Cideira (on the Atlantic coast and two to three hours distant by road). Visitors should also drive to the nearby towns of São Leopoldo and Gravatahy, connected by concrete roads to the city, and to Novo Hamburgo (New Hamburg) originally populated by German settlers. Other bathing and holiday resorts (Alegria, Villa Elsa and Florida) are on the opposite side of the river, and easily accessible by river boats and car ferries. There are also buses to Torres, Pelotas, and Rio Grande.

Rail :—To São Paulo (4 days), Montevideo (2½ days), and Buenos Aires. Trains three times weekly to the north, and four times per week to Argentina and Montevideo. The line from Porto Alegre westwards to (240 miles) Santa Maria (population 45,907) and then southwards to (370 miles) Sant' Anna do Livramento (29,906), on the borders of Uruguay, runs through the heart of the little known cattle country. From Cacequí this line is continued westwards to Uruguayana (33,272 people) a cattle town on the Argentine frontier 480 miles from Porto Alegre, and south-eastwards to Pelotas and Rio Grande.

Air Services :—There are two commercial landing fields and a large modern international airport. The following airlines serve Porto Alegre regularly, with frequent daily departures for practically every town in the Country and a number of foreign Countries : VARIG, REAL-AEROVIAS, PANAIR DO BRASIL, CRUZEIRO DO SUL, TAC, SAVAG, LOIDE AEREO, PLUNA, AEROLINEAS ARGENTINAS, and PAN AMERICAN WORLD AIRWAYS.

Coastal Steamers :—Brazilian passenger steamers to and from Río de Janeiro and northern ports regularly ; the trip takes about five days to Río de Janeiro and up to 14 days to the northern ports. Smaller steamers leave at irregular intervals, calling at intermediate ports. There is no regular direct passenger steamer communication between Porto Alegre and the River Plate.

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Royal Mail Lines Agents, Avenida Maua 891.
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Cia Navegacão das Lagoas, Edificio Paisandu.
Cables :—Western Telegraph Co., Ltd. (British), Rua Siqueira de Campos, 1245.
Radio Internacional (all America), Rua dos Andradas, 997.

About 300 miles north of Río Grande is the small port of **Laguna,** in south Santa Catarina. It is from this port that the coal mined at Tubarão, some 40 miles inland, is shipped to Río de Janeiro to be railed to the national steel mills at Volta Redonda for coking.

Fifty miles to the north, on the island of Santa Catarina, stands

Florianopolis, capital of the small state of Santa Catarina ; it is joined to the mainland by the longest suspension steel bridge in Brazil. It is a port of call for coastal steamers, 450 miles from Río de Janeiro and 260 from Santos. The natural beauty of the island and bays makes Florianopolis a tourist centre. Population : 86,000.

Hotels : Lux, Laporta.
Cables : Western Telegraph Co., (British), Rua Joao Pinto 26. Radional (interstate and international telephones).
Communications : Bus services to Porto Alegre, Curitiba and points in Santa Catarina State ; airport with daily services to the interior. Every 40 days the C.N.N. Costeira makes the journey Porto Alegre/Recife and vice-versa. The E.N.N. Hoepcke sails every 12 days to Rio de Janeiro calling at Itajaí, Santos, São Sebastinao, Ilhabela and Ubatuba.

Fifty miles up the coast from Florianopolis by road or sea is the most important port in Santa Catarina :

Itajaí, at the mouth of the Itajaí river. It is well served by coastal and ocean-going vessels up to 17 ft. draught, and is the centre of an important surrounding and up-country district largely colonised by Germans and Italians. There are good roads to all parts of the state. The population is 34,000. The main exports are lumber, starch, tapioca, sassafraz oil, and tobacco.

Hotel :—Zwoelfer (Cabeçudas).
Cables : Western Telegraph, Rua João Pinto 26.
Railway : Estrada de Ferro Santa Catarina, three times a day to Blumenau. Time taken : 1.40 hours. One train goes on to Rio do Sul.
Airport : Varig and TAC/Cruzeiro do Sul.
Shipping : " Carl Hoepcke " twice monthly to Florianopolis, Santos, and Rio de Janeiro.
Buses to Blumenau, Florianopolis, Joinville and Curitiba.

There is a road and a railway inland to **Blumenau** (population, 38,000), also on the Itajaí river. It is a prosperous agricultural and manufacturing district settled principally by Germans. It is served by good roads.

Twenty miles beyond Blumenau, through cultivated dairy territory and beautiful pastures is a small place called Rio do Testo (formerly Pommerode), where there is a Zoo (private but accessible to the public) and a comfortable rest-hotel called " Oasis," one of the most agreeable spots in the State.
Blumenau Hotels :—Bôa Vista, Rex, das Palmeiras, Holetz, Wuerges.

Another 50 miles up the coast is the port of

São Francisco do Sul, outlet of the town of **Joinville** (population 38,500), 22 miles inland at the head of the Cachóeira river.

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There is a good road from Joinville through Blumenau to Florianopolis or *via* Itajaí. It is well served by road and rail to all other parts of the state. The descendants of German settlers, among others, are engaged in agriculture and industry. Small coasting vessels can reach the town.

Hotels :—Palacio, Grande, Avenida, Trocadeiro, Central and Florida.
Cables :—Western Telegraph Co., via Florianopolis.
Air Services to Itajaí and the south ; also to Curitíba and the north.

The chief port of the state of Paraná is

Paranaguá, Brazil's second coffee-exporting port, lying in a lagoon-like harbour. Twenty-eight shipping lines call regularly, steamer passengers go ashore by launch, and by 'bus or motor-car into the town, which has a few old churches. The main products of the state exported through Paranaguá are coffee, herva-mate, pine, plywood, wet salted hides, bananas, earthenware and paper. Population : 18,500. The rail journey to São Paulo *via* Curitiba and Ponta Grossa is 660 miles ; by road it is 380 miles (bus service). It has been declared a free port for Paraguay.

Paranaguá is visited by cargo vessels up to 10,000 tons. The present draught of the bar at high tide is 21 ft. 6 ins., but dredging operations are proceeding. There is a total quay-length of 1,580 metres, equipped with modern cranes and warehouses for loading and discharging. There is a special pier (Rocio) for the discharge of inflammables ; it can dock tankers of about 16,000 tons deadweight.

Hotels : Palacio ; Anexo.

Excursions : To Matinhos, Caiubá and Guaratuba, three seaside villages on the Atlantic Ocean and popular seaside resorts in the state (30 minutes by motor-car). By special Diesel train, called Litorina, to Curitiba, the capital of Paraná state. The train takes 2½ hours for the journey, the most spectacular in Brazil. There are numerous tunnels, with sudden views of deep gorges and high peaks and waterfalls as the train rumbles over dizzy bridges and viaducts.

Air Services : There are regular daily air services from the local airport to Curitíba, Santos, São Paulo and Southern Brazil.

On the inner recesses of the bay is the commercially active town and port of **Antonina,** 13 miles from Paranaguá. A short branch line connects it with the main railway from Paranaguá to (65 miles) Curitíba. Its main exports are herva-mate, pinewood and bananas. There are 5 private piers and the port is accessible for large-size steamers with a maximum draught of 17 feet.

Curitiba is a city of about 260,000 inhabitants standing some 3,000 feet above sea-level on the plateau of Serra do Mar. For over a century its bracing climate and picturesque location have attracted immigrants of Slav, German and Italian origin who have imparted a few European characteristics to its buildings and surroundings. Formerly best known as the centre of the herva-mate industry, it has now acquired much greater importance as the capital of a flourishing and progressive state which derives its economic prosperity from extensive coffee plantations in the north and vast timber forests in the south-west as well as fertile areas elsewhere that produce abundant crops of cereals and other foodstuffs. In addition to being the capital of the State of Paraná it is the headquarters of the 5th Military Region and therefore the residence of many officers and their families, and there are barracks for infantry and artillery regiments. There is also a modern and well-equipped military air base. The University of Paraná attracts thousands of students from all over the States of Paraná and Santa Catarina, as well as from

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more distant States of the Union. Places of interest include : the Coronel David Carneiro Museum with its unique collection of objects of historical interest ; Ahú, a picturesque park containing a mineral water spring ; the Graciosa Country Club, and others. Also worthy of note are the modern buildings under construction, especially the Civic Centre which is to house in one homogeneous group the Governor's Palace, State Secretariats, House of Assembly, Treasury, Law Courts, etc. There are a modern theatre and a library in the centre of the town.

There is rail communication with São Paulo to the north and Porto Alegre to the south. Highways also connect the city with all the most important towns in the south of Brazil. Most passenger traffic, however, is carried by the many air line companies that serve not only the capital, but also many interior towns. A popular excursion by this means is to the Iguassú Falls. Another interesting journey is that by train to the port of Paranaguá.

Consulates : British, American, German, French, Dutch, Italian.

Hotels :—Grande Hotel Moderno, Johnscher, Braz, Mariluz, Climax, Palacio, Magestic, Continental, Lord, Maracana, Taú.

Bank of London & South America Limited, Banco do Brasil, Banco do Estado do Paraná, Banco de Curitiba, Banco Nacional do Comercio and many others.

Cables :—Cia. Radio Internacional do Brasil, Rua 15 de Novembro 570, Western Telegraph Co. (agent only) : Lauro Grein, Rua Voluntarios da Patria, 117. Telephone connection with Great Britain, United States and other countries.

About 80 miles beyond Curitiba the railway from Paranaguá reaches

Ponta Grossa, a town of 50,000 standing at an altitude of 2,930 feet. It ships a considerable amount of herva mate and timber through its ports, Paranaguá and Antonina. Other products include tobacco, rice, bananas, and xarque. Several roads radiate from the town. A railway runs north to São Paulo and south to Río Grande do Sul and the Uruguayan border.

Hotels :—Astoria, Avenida, Bristol, Comercio, Guaracá, Guaira, Palace, Radio, Santos e Schafranski.

The North-East.

The nine states which go to the making of the north-eastern " bulge " in Brazil are best considered as an entity. Regional loyalty as well as state loyalty is here strong. The first Portuguese colonists came to Bahía and to Pernambuco. The first great economic development—sugar—gave rise here to an aristocracy of planters ; through a succession of able leaders and writers it has exerted, and still exerts, a great influence in Brazilian life.

The nine states are Bahía, Sergipe, Alagoas, Pernambuco, Paraíba, Río Grande do Norte, Ceara, Piauí, and Maranhão. They by no means form a homogenous unity, but may be roughly divided into two contrasting parts. There are the sugar lands of the deep, dark red soil along the coast between Salvador de Bahía and Natal ; they are mostly worked by Negroes and mulattos for the white plantation owners ; and the rainfall can be depended upon. The other north-east is the interior north of Natal : Río Grande do Norte, Piauí, and part of Maranhão. Rainfall here cannot be depended upon ; it is irregular and there are periodic droughts and floods ; the soil is sandy and hard ; there is a little agriculture where water allows it but the land is largely pastoral, with shifting herds of cattle. There are few Negroes in the Interior ; the inhabitants are mostly of

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When there is rain, food in the zone is plentiful and varied ; maize is the basic food ; in addition, there are goat's milk and cheese, beef, beans, and sweet potatoes ; and though the diet lacks fruit, the inhabitants are hardy, capable of prolonged physical effort and able to withstand disease. But in years of drought the effects can be tragic : first, the auxiliaries fail, and eventually there is a shortage of the basic foods. The river beds are dusty tracks, the wells dry up, famine stalks the land, and migration to the neighbouring States begins ; but at the first news that there is rain, the exiled northman heads for home. Brazil is his country, any part of it ; but the North-East is his home.

For several years there has been a steady stream of emigrants from the drought afflicted states of the north-east to the southern parts of the country, and mainly to Río de Janeiro and São Paulo. Over 200,000 left for São Paulo alone in a few months in 1952. This movement of population has been greatly helped by the improvement in the roads : a curious irony. The north-eastern states are being denuded of agricultural workers they badly need.

The three great crops of the north-east are sugar, cotton and cacao. Sugar is now grown for internal use only, behind tariff barriers. It has long been in decline in the north-east, and now São Paulo, Minas Gerais, Río de Janeiro and the southern states grow five-eighths of the Brazilian total. Cotton, which requires less rain than sugar, is grown in a belt inland from the sugar zone and in the sertãos ; in this also the north-east has been successfully challenged by the southern states : São Paulo now produces half the Brazilian crop. Cacao is grown almost completely in southern Bahía, inland from the port of Ilhéus.

The cultivators of the sugar lands are more or less permanently attached to their land. This is less true of the cotton area. There the great landowners are primarily cattlemen, allowing nomadic tenants to clear their land of brush and plant to cotton, but only so as to turn it into pasture. There is in the north-east, as in southern Río Grande do Sul, a very great difference between the lives and character of the cattlemen of the interior and the cultivators in the coastal zone. The law of the *travessão* (the boundary between the two) is strictly enforced. On the sea side of the travessão a cattleman must fence his land to prevent his cattle from roaming the unfenced cultivations ; on the inland side of the travessão it is the cultivator who has to raise fences. The travessão is slowly moving westwards and encroaching upon the sertão.

The less important economic resources of the North-East are carnaúba wax, babaçu, coconuts, oiticaca oil, fibres, salt, and goat skins.

The abrupt rise of the Great Escarpment from the sea is ended at Salvador, in Bahía ; north of Salvador there is a gradual rise from the coast to the interior. The highland is from a 1,000 to 1,500 feet high in northern Bahía, but rises to only a few hundred feet in Ceara. Ranges of hills and low mountains lift their heads occasionally from the general level.

South of cape São Roque there is abundant rainfall, but in Pernambuco the zone of ample rain stretches only 50 miles inland, though

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(a) 175 metres for small and shallow draught craft;

(b) 835 metres with eight metres of water at lowest tide;

(c) 470 metres with ten metres of water at lowest tide.

it deepens southwards. São Luiz in Maranhao also gets plenty of rain, but between eastern Maranhao and Pernambuco lies a triangle, with its apex deep inland, where the rainfall is sporadic, and occasionally non-existent for a year. In this "area of calamity,"—it suffers from floods as well as drought—the tropical forest gives way to the *caatinga*, or scrub forest trees which shed their leaves during drought. In this area grows the palm which produces carnauba wax and the tree which produces oiticaca oil.

Ports of the North-East.

Ilhéus, in southern Bahía near the mouth of the Río Cachoeira, 120 miles south of Salvador, serves a district which produces 65 per cent of all Brazilian cacao. With the advent of more roads in the cacao zone the greater part of this produce is now taken to the port by lorries instead of by the old British Railway (now nationalised under the name of Estrada de Ferro Ilhéus-Conquista) originally built for this traffic. Other exports are piassava, cocoa-butter and timber. Population, 135,493.

Hotels :—Britanico, Ilhéus.

Salvador, or Salvador-Bahía de Todos os Santos, to give the place its full title—is the capital of Bahía state and the fourth city of Brazil. It is now linked with Río de Janeiro by rail, 1,424 miles ; the trip takes 70 hours.

Salvador's population is over 500,000. It was founded in 1549, and was 'till 1763 the capital of Brazil. Many of its 70 churches, the fortifications, and some other buildings date from the 17th and 18th centuries. The city is divided into two, the Baixa (or lower part), and the Alta (or higher part), on a small plateau some 200 odd feet above the lower city. The commercial quarter is in the lower city, as well as the picturesque market near Praça Cairú with its Negro vendors and customers. Near the market is the old port.

The Government buildings, shopping districts, hotels, and residential quarters are in the upper city, reached from the lower by motor roads and four public lifts close to the Custom House. The Lacerda lift gives passengers a 234 foot lift from Praça Cairú in the lower city to Praça Municipal on the plateau. Here is the Government Palace and the Biblioteca Municipal (1811). From the Praça runs Rua Chile, with its luxury shops and hotels, to Praça Castro Alves.

Steep motor roads ascend to the upper city, where interesting drives can be taken along the Avenida, across Praça Castro Alves, past the São Bento Church (rebuilt after 1624 but with fine 17th century furniture), the Instituto Geographico e Historico, São Pedro Fort (1646-1877), and the fine Praça 2 de Julio (also known as Campo Grande), with its column. The route can be continued past the British Club, the Chamber of Deputies, the Victoria and the Graça church (rebuilt 1770), down the Barra Hill, past forts and the lighthouse, at the bar, to Avenida Oceanica and along the sea front to the fishing village of Rio Vermelho. There is a road between Rio Vermelho and the airport ; it runs picturesquely by the sea for about 8 miles before turning inland to the airport.

Many of the old forts are worth looking at. Near the older churches are still grouped untouched Colonial mansions and dwellings, some

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with heavily carved doors. The gold magnates of Minas Gerais poured their fortunes into the building of churches; so, a little earlier, did the sugar planters of Salvador. A number of these churches, built in a Brazilian version of the baroque, are worth seeing; particularly the church of the monastery of São Francisco de Assis for its sculptures in wood, and the cloisters of the monastery (ladies not admitted) for its excellent tiles and its paintings; the Cathedral (Terreiro de Jesus, upper city), for its general design, coloured marble and inlaid furniture; Santa Casa de Misericordia (late 17th Century), for its high altar and painted tiles; the Convent of Santa Teresa (for the gate and the tiles in the floor of the kitchen); the 18th century church and monastery of Nossa Senhora de Carmo, for its altar and stalls and statues in the sacristy. A comparison of these churches with a number of simpler and smaller 18th century churches in the city will well repay study. One of them is the Church of Our Lord of Bomfim (or Good End), on the Itapagipe peninsula in the suburbs. It draws an endless number of supplicants (particularly on Fridays and Sundays) offering favours to our Lord of Bomfim set over the high altar. The small open space in front of it is gay with vendors' booths and good-fortune seekers buying anything from a rosary to a lottery ticket. This festivity reaches its height each year at Epiphany. The processions coming to the church in boats and canoes decorated with flowers are particularly interesting.

Once a year Our Lord of Seafarers sets out from a church on the waterfront at Bôa Viagem and is taken aboard a launch with a winged guardian angel at the prow, and oarsmen in white and blue plying blue oars, row him (followed by an escort of boats and canoes) as far as the Church of São Antonio da Barra, where the procession sets out on the return voyage. Upon approaching the beach of Bôa Viagem there is always a crowd of bathers ready to greet the procession and the statue is then welcomed by the priests in splendid raiment, and taken back into the church.

The native dishes of Salvador, which can be had at most of the humbler restaurants, are famous.

Salvador is the largest centre of the cacao and tobacco trades, and is famous for its cigars and cigarettes. It also has large exports of castor seed, coffee, hides, waxes, piassava and sisal fibres. There is a small oil field and refinery at Mataripe, across the bay. It has a cement plant and several cigar and cigarette factories.

Landing :—Alongside the quays.

Hotels.

Name.	Address.
Hotel da Bahía	Praça 2 de Julho.
Palace Hotel	Rua Chile.
Hotel Meridional	Rua Chile.

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British Consulate :—Wildberger Building, 4th floor, Sala 423, Avenida Estados Unidos.

Cables :—Western Telegraph Co., Ltd. (British), Rua Portugal, 23. Sub-office : 2 Praça Azevedo, Fernandez, Barra. Cía Radio Internacional do Brasil, Rua Miguel Calmon No. 41.

Bank of London and South America; Banco do Brasil; Banco de Crédito Real de Minas Gerais S.A.; Nacional City Bank of New York; Banco da Bahía, and a few other national banks.

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Aracajú, capital of Sergipe, 270 miles by rail north of Salvador, and the most considerable port between that city and Maceió, has a population of 94,500. It stands on the right bank of the Cotinguiba River, about six miles from its mouth, and is reached by steamer from Maceió or Salvador, or by rail from Salvador.

Industries :—tanneries, cotton mills, coconut, sugar.
Products :—cotton, sugar, rice, coffee, vegetable oils, salt, and hides.
Hotels :—Marozzi, Brazil, Internacional.

Between Aracajú and the next port to the north—Maceió—is the mouth of the São Francisco river, whose great falls upstream can be visited from Maceió.

Maceió, capital of Alagoas state, is about 120 miles north of Aracajú, and 120 miles south of Recife, with which it is connected by rail (220 miles) and road. It is a cotton and sugar port with a lighthouse built on an eminence in the middle of the town, quite half a mile from the sea. Its seaport, Jaragua, is 1½ miles away. Population : 146,800.

Maceió has still a colonial flavour. Some of its houses are colour-washed and roofed with red tiles. Two of its colonial buildings, the Government Palace and the church of Bom Jesus dos Marires are particularly interesting. There is an enjoyable lake a mile out of the town.

Main Industries :—Foundries, soap, candle, cigar and cigarette factories, cotton mills, sugar factories and refineries, sawmills and distilleries.
Hotels :—Bela Vista, Atlantico, Parque and several small ones.
Bank of London and South America ; Banco do Brasil, etc.
Cables :—Western Telegraph Co., Ltd. (British), Rua Sá e Albuquerque, 516-520, Jaraguá ; Telegrafio Nacional.

The **Falls of Paulo Afonso,** one of the great falls of the world, can be visited from Maceió by taking road or rail to (150 miles) Penedo, on the São Francisco, and rail or launch upstream to the falls (this trip goes through splendid scenery) ; or by rail to Quebrangulo, and then by car to Pedra station, on the railway to the falls. Pedra is 10 miles from the falls. Above the falls to its source in Minas Gerais there is 1,600 miles of river ; from the falls to the sea is 195 miles. The falls themselves, formed by the confluence of 5 branch streams into four cascades, are 270 feet high. "Power tremendous, inexorable, irresistible," was Sir Richard Burton's description. Below is a deep gorge clothed with dense tropical vegetation. The lands encircling the falls have been turned into a National Park.

A great power station to supply Salvador and Recife and the neighbouring towns with electricity has been built at the falls. It has an installed capacity of 120,000 kW. A Tennessee Valley reclamation scheme has been planned for the São Francisco valley, an area three times the size of Britain.

There is a Guest House, at which visitors can stay, at the small township which has grown at the Falls.

Recife (Pernambuco), ordinarily the first port of call for west-bound ocean passengers, is the capital of Pernambuco state and the most important city in northern Brazil. It consists of three portion

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connected by bridges : (1) Recife (the Reef), lying on a peninsula (the port is often known by this name) (2) São Antonio, on an island between the peninsula and the mainland ; (3) Bôa Vista on the mainland. The three districts are connected by stone and iron bridges. Because the waterways run through the city, Recife is often called the " Venice of Brazil." Wide avenidas have been cut in recent years, and high modern buildings have replaced the narrow streets of former times. The town's bus service is inadequate and poor, but taxis are available. The population is 690,000 and the proportion of coloured folk is large. Sugar is produced in large quantities, and cotton, coffee, castor seed, etc., are grown in the district. The main manufactures are sugar, textiles, and vegetable oils. Good motor roads radiate from the city into the state, and a regular passenger service is operated to João Pessoa City. There is a road to Maceió.

The port is 1,120 nautical miles from Río de Janeiro, which is reached in three days by mail steamer from Recife. Maceió is 120 miles south, and Salvador 400.

Shopping Centres :—Rua Nova (New Street) in Recife, S. Jose Market, Rua Duque de Caxias, and Rua Imperatriz.

Main Manufactures :—Sugar, textiles, cement, vegetable oils.

There are various old churches in the town and some of these are well worth a visit. The best of them are the churches of São Francisco de Assis, on Rua do Imperador ; São Pedro dos Clerigos in São Jose district (for its fine facade, 1782) ; Santo Antonio, in Praça da Independencia, rebuilt in 1864 ; Conceicão dos Militares, in Rua Nova, district of Santo Antonio (1708), splendid ceiling ; Nossa Senhora do Carmo, in Praça do Carmo, district of São Antonio, (1707) ; the church of Madre de Deus (1707), in the district of Recife, with a splendid high altar, and Sacristy ; the Pilar Church (1680), in the Rua do Pilar district of Recife ; the Igreja do Espirito Santo (1688), the ancient church of the Jesuits, in Santo Antonio district ; the Igreja de Santo Antonio do Convento de São Francisco (1606 ; beautiful Portuguese tiles), in the Rua do Imperador district of Santo Antonio ; the Capela Dourada (Golden Chapel), in Rua do Imperador, district of Santo Antonio ; Igreja dos Martirios (1782), in São José ; Igreja de S. José do Ribamar, (18th century), in São José. There are many others. The best way of seeing them is to buy locally a booklet : " Templos Católicos do Recife," which contains excellent photographs, and let the churches " occur," rather than be sought for, during your wanderings. Or join one of the tours run by the reputable travel agencies, who also arrange visits to the sugar plantations and the interior.

Excursions :—Olinda, a seaside resort and the old capital, is five miles to the north and is served by a regular service of motor-buses. This town contains many old Dutch churches, some of which have been converted into monasteries and convents. Particularly interesting are the Preifeitura, once the palace of the viceroys ; the monastery of São Bento (paintings, sculpture, furniture) ; the monastery of São Francisco (splendid woodcarving and paintings) ; and the colonial public fountain, the Bica de São Pedro. There are some houses of the 17th century with latticed balconies, heavy doors

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Bôa Viagem is to the south of Recife, and is the newest and most fashionable residential quarter. An imposing promenade runs along the sea shore for a distance of five miles. This commands a striking view of the Atlantic, whilst the other side is fringed with a belt of coco-nut palms among which are modern chalets and villas. The journey by car from the town takes about half an hour, and gives a good idea of the recent progress made in Recife.

Name of Hotel.	Address.	No. of Beds.	Tariff.
Boa Viagem ..	Av. Beira-Mar, 4982		180-420 Cruzeiros
Grande Hotel ..	Av. Martins de Barros	250	180-320 „
Hotel Avenida ..	Av. Martins de Barros	150	160-300 „
Hotel Guararapes			260-400 „

There are several other hotels and pensions.

Rail :—Recife is the headquarters of the Rede Ferroviaria do Nordeste, with lines south to Maceió, north to Parahyba and Natal, and a central route to Rio Branco.

Coastal Steamers :—Two regular lines of steamers run frequently between Brazilian coastal ports, *viz.* "Costeira," and "Lloyd." They do not offer high class accommodation. Bookings are always heavy.

Air Services :—The principal international and national airlines, but no local service.

Addresses :—
British Consulate, Edificio Seguradora, 7th floor, Avenida Guararapes 50.
U.S. Consulate Edificio da Sul America, 6th floor.

Tourist office : Rua Primero de Março, 79.

Banks :—Bank of London and South America ; Royal Bank of Canada ; National City Bank of New York.

Cables :—Western Telegraph Co., Ltd. (British), Praça Arsenal da Marinha 91.

Royal Mail Lines :—Rua do Bom Jesus, 226, Recife.

João Pessôa, capital of the State of Paraíba, on the Paraíba River, with 139,000 inhabitants, is used for coasting traffic. Ocean-going steamers load and unload at Cabedelo (6,872 population) 11 miles away by rail, where there is a wharf and a rail connection with Recife (133 miles). Ships drawing up to 14 ft. can enter the river Paraíba and reach the capital. The old monasteries and the 18th century church of São Antonio are worth seeing. The city's life revolves round its central square, the Praça João Pessôa. The earth road to Recife is passable all the year round. Products : sugar, long staple cotton, mandioca, and sisal.

Hotels :—Luso-Brasileiro, Globo, Paraíba.

Cables :—Western Telegraph Co.'s Agent : Arnaldo Von Sohsten, Praça Antenor Navarro 47.

About 56 miles to the north is

Natal, capital of the State of Río Grande do Norte. It stands a short distance from the coast, on the right bank of Potengi River, some 260 miles to the SE of Fortaleza. Sugar and cotton are exported, as well as salt, carnauba wax, and hides. The main industries are cotton spinning and weaving and the refining of salt. The state refines 90 per cent. of all Brazilian salt. Weekly coastal steamers serve the port, and there is a railway south through the state of Paraíba to Recife and Maceió. Passable motor roads radiate into the surrounding country, for the port serves an area which is three times the size of Wales. A large air port, used by transatlantic air services, has been built 8 miles from the city. Population : 156,700.

Hotel :—Grande.

Cables :—Western Telegraph Co., Ltd., Av. Duque de Caxias 99.

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About 260 miles north-west along the coast is

Fortaleza (Ceará), capital of the state of Ceará, with a population of 353,000. It has a protected roadstead where ships drawing up to 27 feet discharge into lighters at Mucuripe Point, 5 miles east of the town. There is also an unfinished quay wall 400 metres long for ships drawing up to 21 feet. Ceará is 610 miles east of Pará and 550 miles from Recife. It is a port of call for European and North American lines and for coastal steamers, who do a large trade.

The district exports cotton, ores, carnauba wax, hides, skins, castor seed and oils both to Europe and America. There are fair motor tracks throughout the state of Ceará and road connection extends to Recife and Río de Janeiro.

Main Industries : Cotton spinning and weaving ; oil seed milling.
Hotels :—Palace ; Excelsior.
Rail :—South to Baturite, Iguatú and Crato (480 miles) ; west to Sobral, the junction of a line north to the port of Camocim and south to Cratéus.
Bus Service :—The " Expresso de Luxo " runs twice a week to Recife, Rio de Janeiro, São Paulo, Crato, Terezina, and Parnaiba.
Bank of London and South America ; Banco Frota Gentil S/A ; Banco da Lavoura de Minas Gerais ; Banco de Credito Geral de Minas Gerais, S/A ; Banco do Brasil, S/A ; Banco de Credito Comercial.
Cables :—Western Telegraph Co., Ltd. (British), Rua Floriano Peixote 130.

Between the states of Maranhão and Piauí, which has a coastline of only 17 miles, runs the river Parnaíba. Near its mouth is the anchorage of Tutoia, where ships unload for final delivery by tugs and lighters at Parnaíba, 70 miles up-river.

Parnaiba is the collecting and distributing centre for the trade of the state : tropical products and cattle. It has a population of 30,900. Coastal steamers and vessels of the Booth Line from Europe and New York call at Tutoia Bay.

Hotel :—Parnaiba.

About 270 miles up the river is the capital of the state,

Teresina, with a population of 110,000. It is reached by river steamer. From Senador Furtado, across the river, a railway (281 miles) runs north to São Luís, on the coast of Maranhão. The town has a few industries and some cotton, sugar, rice and cereals are grown in the area.

Hotel :—15 de Novembro.

NORTHERN BRAZIL.

The north of Brazil is taken up by the states of Maranhão, Pará, Amazonas, and the Territories of Acre, Amapá, and Río Branco. The area is drained by the largest river in the world : the Amazon. At the base of the Andes, far to the west, the Amazonian plain is 800 miles in width between the highlands of the north and the high ground to the south, but east of the confluences of the Madeira and Negro rivers with the Amazon, the highlands close upon it until there is no more than 50 miles of floodplain between them. Towards the river's mouth the plain widens once more and extends along the coast south-eastwards into the state of Maranhão and northwards into the Guianas.

The whole vast area, most of it covered with tropical forest, is 40 per cent. of the national area but has only 6.7 per cent. of the total

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population, and most of this is concentrated around Belem (in Pará), and São Luiz (in Maranhão), both not far from the ocean. The scarcity of population is possibly due to three reasons : there is as yet no pressure of population upon land in Brazil, and other areas are easier to develop ; the rainfall is heavy, the humidity high, and the climate hot, though by no means unbearably so ; and the soil, as in all tropical forest, is poor. When the first factor changes, Amazonia will be developed. At the moment the area is losing population to the southern states, where conditions are more promising, but the Government is countering this by capitalizing agricultural development and financing settlers in the valley.

As it is, Amazonia is effectively geared into the Brazilian economy. The fact that Brazil stretches several thousand miles from north to south makes it geographically logical that the products of the two extremes should be entirely different. North Brazil relies very largely on the Southern states for its food supplies, and south Brazil depends upon the north for the hardwoods, skins, vegetable oil seeds and rubber which it does not itself produce. There is, indeed, a very large coastal trade between the two regions.

But there is very little agriculture as yet. Indeed, the only agricultural settlement is along the railway line from Belem to Braganca, where a thousand Jap settlers grow jute and enough black pepper to satisfy the whole internal market.

About 350 miles west of Fortaleza (Ceara), 250 miles south-east of Belem, is

São Luís, the capital and the port of Maranhão state, is in a region of heavy tropical rains and deep forest. Maranhão state is about the size of Italy ; its land is flat and low-lying, with highlands to the S. The Atlantic coastline—a mass of sandbanks and creeks and sandy islands on one of which stands São Luis—is 300 miles long. A fourth of Maranhão is covered with babaçu palms, and by far the most important products are babaçu nuts and kernels and oil. Rice often takes second place, but well behind babaçu ; there is raw cotton and cotton seed and some yarn, tucum fibre, hides and skins, manioc flour and maize. There are salt pans along the coast. Exports are almost entirely to the rest of Brazil.

The city stands upon an island, between the Bays of São Marcos and São José. Its cultural traditions have earned it the name of the Brazilian Athens, for some of the greatest Brazilian writers and poets were born here. The heart of the city is only a few minutes' walk from the harbour. There are still vestiges of colonial days : some quaint, narrow streets, colonial mansions, churches and monasteries and carved doorways. The port is well sheltered.

São Luís is reached from Fortaleza, Belem and Recife by steamers of Lloyd Brasileiro and Cia Navegação Costeira. Booth Line steamers serve the port from both Europe and New York. Population : 90,000.

Hotel :—Central.
Cables :—Western Telegraph Co., Ltd. (British), Avenida Dom Pedro II, 190.
Railway : 281 miles S to Teresina, capital of the neighbouring state of Piauí, through the Maranhão townships of Caxias and Senador Furtado, both on the left bank of the Parnaíba.



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UP THE AMAZON RIVER.

Route Liverpool-Manaus Booth Line.

Approximate distances up-stream from the river mouth on the Amazon River (nautical miles) :—

Belem	80	Santarem	538
Narrows (entrance) ..	225	Obidos	605
Narrows (exit)	330	Parintins	694
Gurupa	334	Itacoatiara	824
Prainha	452	Manaus	930

Liverpool to Manaus, 6,700 miles (*via* West Indies).

Ocean liners of 8,000 tons regularly negotiate the Amazon for a distance of about 1,000 miles up to Manaus.

Salinas brings into view the first glimpse of the New World and of the waters of the Amazon, which have changed the colour of the sea from deep blue to pale yellow-green. To starboard is Marajó Island, and opposite a dense green wall of the equatorial forest, with its distances veiled in mist. Between the ship and the shore native catamarans, with blue sails, may usually be seen.

This is the Pará River, one of the mouths of the Amazon, with many forest-clad islands. Small settlements of white bungalows and palm-thatch native huts become frequent. Chapeo Virado is passed, then Mosqueiro, both riverside resorts of the people of Belem.

Belem (or Pará), one of the handsomest of South American cities, 90 miles from the open sea and slightly south of the Equator, is the great port of the lower Amazon. The climate is hot (mean temperature, 79°F.), but frequent showers help to keep the streets fresh. There are fine squares, broad and shady boulevards, a riotous vegetation, and handsome buildings. Population, 300,000. The Praça da Republica is the most considerable of the city squares. It is worthwhile visiting the Goeldi Museum, whose grounds include collections of palms and epiphytes and of Amazonian animal life. The Bosque beyond the Museum is a jungle park. The cathedral is eighteenth century, and the white marble Paz Theatre is one of the largest in the country. The main exports are rubber, nuts, jute, carnauba wax, rice, hardwoods, and babassu nuts. The roads out of the city are indifferent. A railway leads to Bragança (144 miles) on the seaboard.

Landing :—Usually alongside.

Cables :—Western Telegraph Co., Ltd. (British), Boulevard Comandante Castilhos Franca, 83-87.

Bank of London and South America ; Banco de Credito Real de Minas Gerais, S.A.

Hotels :—Grande Hotel, Praça da Republica ; Central Hotel, Av. 15 de Agosto ; Avenida Hotel.

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Air Services :—Regular flights northbound to New York and southbound to Brazilian ports, Montevideo and Buenos Aires.

British Consul :—Booth Building, 1st floor, Av. 15 de Agosto.

American Consul :—Av. Oswaldo Cruz 288.

The hotels are comfortable and modern. Belem reminds the experienced traveller of the East. There are white towers, tall waving palms and naked children with mops of dark hair. The main

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business and shopping area is along the wide 15 de Agosto boulevard leading down to the river and in the narrow streets which parallel it.

One of the first places to visit is the Bosque, a public garden—an area of jungle left untouched to serve as a public park. This can be reached by motor car. Several paths have been cut into the jungle, disclosing beautiful, curious, and weird sights. The frail assai mingles with the bamboo and great buttressed giants. In the middle of the Bosque is a large pond, and nearby is a cave where in semi-darkness hundreds of bats, some of the vampire variety, fly restlessly within inches of the visitor's head.

Passing from the cave into sunlight one traverses the central mango avenue of modern Belem and enters the old town. Here are the market and quayside, with river craft and natives, from the dark-skinned and sometimes fair-haired Caboclo to the coffee-coloured Amazonian Indian and the coal-black Barbadian Negress.

In the Belem market, examples of native work can be purchased cheaply, such as decorated calabashes, snake and onça skins, alligator skulls and teeth, curious pottery, woodwork, pipes and baskets; together with tropical fruit, tobacco, and Amazonian fish. Nearby are the shopping centres in the Rua S. Antonio and João Alfredo. Another place worth a visit is the Zoological Gardens, containing egrets, macaws, parrakeets, and other birds of beautiful plumage. Cages of the fauna of the forest, from the baby coati to the giant onça, or South American leopard, are placed among the palms. Back in the old town, the fort, built where the Portuguese explorers first landed, is the Palace of the Governor of the State, with inlaid floors, and furniture in Amazonian woods is worth a visit; so are the tottering Cathedral (1743), with several remarkable paintings; the 18th century Saint Alexander Church, noted for its wood carving; the 16th century Merces church near the market, the oldest in Belem; and the modern Basilica of Our Lady of Nazareth with its beautiful marble work and stained glass windows. The streets contain curiosities. Laid out to dry on the pavement are small balls of crude rubber, brazil nuts, and other forest products.

There is an air-service N.W. from Belem across Marajó Island to **Macapá**, a well laid out modern town on the northern channel of the Amazon Delta. It is the capital of the Territory of Amapá (agriculture, gold, manganese), as large as France but with only 54,000 inhabitants, of whom 33,000 live in Macapá. There are interesting old Portuguese fortifications, not much smaller than the Tower of London and each brick brought from Portugal as ballast. The town is exactly on the equator line, which crosses the jetty outside the small but good government-owned hotel: the jetty is a favourite promenade, and of two people walking arm-in-arm the lady may be in the northern hemisphere and her escort in the southern. Gold is washed in the river, the criterion being a gallon kerosene can: if you do not find 5 grams of gold in a canful of sand you move on. Rubber was almost the only other product of the Territory until recently, when manganese was discovered 93 miles NW of Macapá, in the heavily jungled Serra do Navio, near the Rio Amapari, a tributary of the Rio Araguari. A standard gauge railway, 122 miles long, the only one in Brazil, is now being built from the mining camp of Terezinha to Porto Platon, near the confluence of the two rivers (gravel road from Macapá), and on to Porto Santana, on the Amazon 21 miles SW of Macapá, from which there is an excellent road. The deposit is being developed by ICOMI, 49 per cent of whose shares are held by the Bethlehem Steel Corporation. Some 14 million tons of shipping grade ores have been estimated. The Loide Aereo Nacional runs an air service: Macapá-Belem-Carolina-Anapolis-Belo Horizonte-Rio de Janeiro.

A few hours up the broad river the region of the thousand islands is entered. The passage between this maze of islets is known as "The Narrows." The ship winds through lanes of yellow flood

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with equatorial forest within 20 or 30 yards on both sides. In the Furo Grande the vessel rounds a hairpin bend touching the trees, bow and stern. For over a hundred miles these lanes of water lead through the jungle. Natives in their dugout canoes cease paddling to gaze at the huge vessel. Families of naked children stand on platforms raised above the flood on poles.

When the sun suddenly goes down, troops of monkeys hold conversation before retiring. The moon silhouettes the line of palms —ghostly in their loveliness—and often the indigo vault is ablaze with lightning. These soundless electric storms, although harmless, are awe-inspiring.

After the Narrows, the first point of special interest is formed by the curious flat-topped mountains, on one of which stands the little adobe-and-stucco town of **Monte Alegre,** an oasis in the desert of forest. **Santarem,** a few hours up-stream, and on the opposite bank, stands at the confluence of the Tapajós River with the Amazon. Santarem—458 miles from Belem—has 14,604 people in it; a considerable town for these parts. Red tiled houses stand colourfully on the slope rising from the river, and ships are visited by natives with parrots and local handicraft for sale. The yellow Amazonian water is mottled with greenish patches from the Tapajós. By day gorgeous butterflies flit about the decks, and birds of brilliant plumage, disturbed from their siesta, cross the river or fly along the banks. At night, immense moths are attracted by the tiers of lighted decks.

Seventy miles up-river from Santarem is **Obidos,** with a population of 3,487. It is passed during the night. There the river is comparatively narrow, and for many miles little is seen except the wall of the great Amazonian forest. The river shines like molten gold in the rays of the noonday sun, changing to silver when the tropical moon rises in the wake of the ship.

About nine miles from Manaus the steamer leaves the main stream and enters the Río Negro, which is itself some 15 miles wide at the confluence. A noteworthy spectacle here is the meeting of the blue black water of the Río Negro with the yellow Amazonian flood.

Manaus, which is 850 miles from Belem, is reached in four days. The communications of this remote city with the world outside are by river or air. No roads radiate out from it; the rivers are its roads and it is, in fact, the collecting point for the produce of a vast area which includes parts of Peru, Bolivia, and Colombia. The products brought into the city for export are mostly Brazil nuts, rubber, lumber, cacao and aromatic plants and herbs. A number of paddle wheeled, wood burning or diesel converted steamers are tied up to the banks or anchored offshore, along with scores of dilapidated river craft, dugout canoes and launches.

Manaus is the capital of the State of Amazonas, the largest in Brazil. Of its population of 500,000 about 130,000 live in Manaus, almost the only port of entry and exit in the area. Though a thousand miles from the sea, it is only 105 feet above sea-level. The average temperature is 80°F. A conglomeration of up-to-date buildings, fine stores, comfortable residences, shacks and thatched huts, the city sprawls over a series of eroded and gently sloping hills divided by

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numerous streams. Dominating the downtown area is a monumental Cathedral built on a hummock overlooking the dock area. Huge stone steps approach the church from each side, and between them are the Zoological Gardens. To one side and just behind is the main shopping and business area. The main street is wide, brick-paved Seventh of September, bordered by Benjamin Ficus trees. Intersecting it is another shopping area, the Eduardo Ribeiro Avenue. There is a modern air-conditioned theatre. The three outstanding contemporary buildings are the luxurious Hotel Amazonas, the Amazonas Chamber of Commerce with an interesting museum showing the exportable products of the region, and an apartment building, the City's only skyscraper. Manaus was the first city in South America to instal trams. These open-sided cars run sporadically in various parts of the city, as do scores of multicoloured buses.

Other attractions are the Botanic Gardens, the well stocked Public Library, and the legendary Opera House, the Teatro Amazonas, completed in 1896 at the height of the rubber boom, and rebuilt in 1929. It is in the city, facing a small plaza opposite the Palace of Justice. Its huge dome of green, yellow, blue and red French tiles can be seen from almost any part of the city. It seats over a thousand people and has many impressive rooms. It is worthwhile visiting the two markets built by the British in the 1800's. There is a curious little church, the Igreja do Pobre Diabo, in the suburb of Cachoeirinha ; it is only 12 ft. wide by 15 ft. long, and was built by a poor worker.

The Rio Negro has an average annual rise and fall of 45 feet. The Booth Steamship Company has served Manaus ever since 1889, and it was they, through their one-time subsidiary, Messrs. Manaos Harbour Ltd., who built the remarkable harbour works, a curious feature of which is a floating roadway leading from near the centre of the city to the passenger-ship floating dock. When the water is high, the roadway floats on a series of large iron tanks measuring 25 feet in diameter.

Exports range from timber, rubber, crocodile and other skins, jute products, Brazil nuts, essence of rosewood, lechi caspi, palm oils, fibres, resins, medicinal roots and herbs down to dried fish, dyes and flavourings.

Hotels : Amazonas ; Grande.

Clubs : Ideal ; Athletic Club of Rio Negro ; Bosque (bathing pool, tennis courts).

Shipping : Booth Steamship Company, Ltd. ; Costeira Navegação, S/A ; Loide Brasileiro ; Moore-McCormack ; Lamport & Holt, and occasional German and Swedish vessels.

Banks : Bank of London & South America, Ltd. ; Banco do Brasil ; Banco Nacional Ultramarina.

Industries : Jute mill ; sawmills ; rubber washing plants ; petroleum refinery rosewood oil processing ; crocodile skin factories.

There are regular boat (and air) services from Manaus up the Rio Madeira, with its dangerous shoals and sandbars, to **Porto Velho,** capital of the Territory of Rondonia (ex-Guapore) with a population of 45,000, of whom 16,000 live in Porto Velho. This lusty, exciting looking town is 1,000 miles from Manaus, 100 miles from the Bolivian border. It is 2 days by boat from Manaus when the river is high, 6 days when it is low.

Porto Velho is the terminus of the Madeira-Mamore railway of 200 miles—Brazil's price to Bolivia for annexing the rich Acre territory during the rubber boom. It is said to have cost a life for every cross-tie. The line by-passes the rapids of the Madeira river which interrupt navigation and gives Bolivia an outlet of sorts to the Atlantic. It was supposed to go as far as Riberalta, on the Rio Beni, above that river's rapids, but stops short at Guajará Mirim, on the border, from which there are air connections with Bolivia. It is the slowest railway in the world.

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The centre and central-west of Brazil is taken up by the states of Goiás and Mato Grosso. Goiás, a tableland with vast forests and pastures, contributes little to the Brazilian economy as yet, save some coffee. The capital is **Goiania** (60,000 inhabitants), the centre of what agriculture and livestock breeding there is, but **Anapolis,** with a population of 50,000 is the most important trading centre. It is from this town that the railway conveys Goiás products to other parts of Brazil, more particularly to São Paulo, Santos, and Rio de Janeiro. The State's coffee production in a normal year averages some 3,000,000 bags. Mato Grosso is twice the size of Goiás : 530,000 square miles, but with a population of only 528,000 : not quite one person to the square mile. Mato Grosso (meaning the Great Forest), is entirely covered with forest, much of it waterlogged, west of Campo Grande, on a plateau almost at its centre. But east of Campo Grande the pasture plains begin to appear and here the Noroeste railway which branches from the Sorocabana line from São Paulo at Bauru runs across Mato Grosso through Porto Esperança, on the Upper Paraguay, to Corumbá. A railway has now been built from Corumbá westwards to (406 miles) Santa Cruz de la Sierra, in Bolivia.

Note.—A recent visitor to Goiania states that it has been laid out with enormous avenues in the belief that it will expand to a city of 500,000. There is as yet no lighting and, oddly, no business houses. Business is done at Campo Grande, about 5 miles away.

Corumbá, the chief commercial city in Mato Grosso, has a population 25,000. It is on the Paraguay river, and river boats go between it and Buenos Aires, carrying hides and skins, jerked beef and ipecac. The town stands on rising ground (altitude 360 feet), and its flat-topped buildings look imposing from the water. In the buttes to the south of it is the world's greatest reserve of manganese, but the river haul to Buenos Aires, or alternatively the rail haul to São Paulo and Santos are prohibitively long. A railway, 406 miles long, is now open westwards to the Bolivian town of Santa Cruz de la Sierra : a desperately slow line.

Hotels :—Grand Hotel Corumbá ; Venezolo ; Carbalhal.
Shipping :—Cía Argentina de Navigación steamers to Concepción and Asunción once a fortnight.

The capital of Mato Grosso state,

Cuiaba, on Cuiaba River, an upper tributary of the River Paraguay, is reached by water from Corumbá. Altitude, 770 ft. ; population, 30,000. The district is pastoral ; gold and diamonds are produced, and it is a great collecting centre for ipecac. There is a road of sorts to Campo Grande (550 miles), on the Noroeste railway to São Paulo. A railway from Campo Grande will soon be open to Ponta Pora, on the Paraguayan border. Campo Grande has a population of 32,848.

BRAZILIAN ECONOMY.

Brazil, for all its intensive industrial development, is predominantly an agricultural country. Thirty-six millions of her population are rural dwellers, but she cultivates only two per cent. of her total area, some 5 per cent. that is, of her cultivable land. There is a great

variety of soils and climates, but no extensive plains like the pampas of Argentina. The arable areas are in rugged country, such as in Minas Gerais, or hilly country, as in São Paulo, Paraná, and Río Grande do Sul ; vast forests cover a good deal of the country. For all that, two per cent. under cultivation is a very low proportion. What is even more disquieting is that only a third of the cultivated area grows food, and so, money badly needed for essential equipment has to go in payment for imported foodstuffs such as American wheat and Danish butter. The factories expand, but the larder grows relatively smaller and smaller. Some 15 per cent. of her imports bill is for foodstuffs. In 1940-50 the population grew by 22 per cent., the production of food by only 11 per cent.

Future development (now backed by the Government after long neglect) depends on large scale immigration, a great increase in agricultural machinery, a copious supply, native or imported, of insecticides, fertilizers and equipment, help in soil and water conservation, insect and disease control, better techniques for preventing erosion, reafforestation, the use of soil building crops, and the spread of mixed farming. The status of the land worker remains low : he is often sickly and ill-paid and still ignored by the social security schemes which cover the workers in trade and industry.

Mechanisation, fertilisers and improvement in the quality of seed led in 1955 to an increase of 5.3 per cent. in volume of crops, over 1954, though the cultivated area was extended by only 1.1 per cent.

On an average Brazil's agricultural and forest products account for 90 per cent. of her total exports. Three products are of paramount importance : coffee, cotton, and cacao. The following table gives their percentages of the total exports by value during the last four years (the volume and value of export of agricultural and forest products are given in a later table :)—

	Coffee	Cotton	Cacao	Total
1952	73.7	2.5	2.9	79.1
1953	67.7	7.0	4.8	79.5
1954	57.7	15.1	9.6	82.4
1955	55.7	9.4	8.8	71.9

And in the domestic market only eight crops (in spite of attempts at diversification) are of any great importance. These are maize, coffee, cotton, rice, beans, mandioca, sugar cane, and wheat. They vary in the proportion of land each occupies, but together they invariably account for over 90 per cent. of the total area cultivated. Moreover, with the exception of mandioca and sugar cane, which have remained at much the same level during the past 20 years, the yield per hectare of these crops is declining.

THE THREE MAIN EXPORTS.

Coffee : Brazil grows 58 per cent. of the world's coffee, mainly for North American and European markets. Production has fallen since 1939, but prices have risen, and so has the cost of production by 530 per cent. since 1928-32. Coffee is grown over most of Brazil, but 42.3 per cent. of exports come from São Paulo state. The area

under coffee is 3,165,299 hectares. The yield was 22 million bags in 1955-56. Minas Gerais normally supplies 17 per cent., Paraná 29 per cent., and Espirito Santo 9 per cent.

The Government is pressing for a higher quality coffee. New varieties are being tried, particularly of trees which bear in two years and of those which carry berries throughout the year. About 50 per cent. of the export is from Santos, 25 per cent. from Río, and the rest from Paranaguá and Vitoria. The United States takes 57 per cent. of the whole ; the direct export to Europe is about 4 million bags.

The soils of Brazil, especially the *terra roxa*, or red earth, give luxuriant yields of coffee, which is mostly hauled from the plantations to market by mule or ox cart, and then railed to port. About 3.2 million hectares are under coffee. It is easily the greatest source of national income and the chief export.

Exports of late have been as follows :

	Bags	Million U.S.$	U.S.$ per bag
1953	15,562,000	1,088	69.91
1954	10,918,000	948	86.83
1955	13,696,000	844	61.62

The 1956-57 export of coffee is estimated at 12,035,000 bags.

When a new coffee fazenda (plantation) is being developed, the owner leases the land to a colono (tenant) for forest clearing and planting with coffee. The trees come into bearing from 4 to 6 years, and during that time the colono's family grows its food—rice, maize and beans—between the rows. The trees are planted up and down along the ridges and slopes, but not on the valley bottoms, which take up half the area. When they come into bearing the colono moves on, and the owner, his overseers and workers, move in, usually (at São Paulo) into villages containing storage sheds, drying platforms, husking and sorting machines, homes for owner and workers, water tanks and sometimes canals for transport. There is a general store, and sometimes a cinema and a church.

In São Paulo the berries ripen together, in May or June. The harvest lasts till August or longer. The berries are stripped and thrown into large tanks of water to separate the ripe from the green and to clean them of sticks and dirt. The berries are sometimes floated along canals. They are then taken to the drying platforms, usually made of black tile to absorb the sun's rays. They are there raked over frequently and in case of rain collected into heaps and covered with tarpaulin. When quite dry a machine removes the husks, and other machines grade them according to shape and size. The coffee is then bagged (in bags of 60 kilos each), and is ready for storage or shipment.

Cotton, the second export crop, is grown on nearly as much land (2,390,000 hectares) as coffee, and Brazil is now the world's fifth greatest producer. It is grown in all the states, but two distinct areas, the cluster of states in the north-east (Ceara, Río Grande do Norte, Paraíba, Pernambuco) and three states in the south (São Paulo, Minas Gerais, Paraná) produce most of it. Nearly half the sowings and production are in São Paulo. The northern crop is some 40 per cent. of the total. The average yield per hectare is a good deal higher in the S than in the NE, where it is declining.

The two areas, with different soils and climate, turn out different types of cotton : a 1⅛ inch staple or more in the north-east, and an inch staple, similar in quality to American cotton, in the south. The cotton from the north-east is used almost exclusively in Brazilian mills, which also import some long staple cotton from Egypt. The expansion in the south has all been since 1931.

The picking seasons in the two areas are complimentary : in the north-east from August to December, and in the south from March

to June or July. The most common system of cultivation is by tenants who pay a fixed portion of the product to the landowners, some of whom work their estates with hired labour.

Cotton seed oils and linters are now important by-products of the industry.

The total production of cotton in 1955 was 405,727 tons, against 375,000 tons in 1953 and 515,000 tons, in 1952. Estimates for 1956 give 388,000 tons. Japan, Germany and Great Britain are the largest buyers. Internal consumption is about 280,000 m. tons.

Cacao, the third export crop, was introduced over a century ago into Bahía, which to-day produces 97 per cent. of all Brazilian cacao, and supplies a fifth of the world's consumption. The area under cultivation is about 358,136 hectares, but the yield per 1,000 trees has fallen over the years from 900 kgs. in 1914 to 600 kgs. to-day. Nine-tenths of Bahía's cacao comes from a belt which is 150 miles from north to south, from 10 to 15 miles inland, and from 20 to 45 miles in width. It has a population of about 400,000 people. An average crop is 154,000 m. tons. This is raised by 23,094 planters, but 6 per cent. of the planters turn out 59 per cent. of the total. There are two crops : the *temporao*, or mid-term crop running from May 1 to the end of September, and the main crop, harvested from October 1 to February. The most serious pests are the Enxerto Ant, the Brown Pod Rot, and (in the warehouses) the Cacao Moth. There is no Swollen Shoot disease.

Consumers complain of the diminishing size of the Bahía bean and the increasing percentage of flat or deformed beans which make manufacturing processes difficult. These defects are being combatted by the Bahía Cacao Trade Commission.

The 1955 crop was 161,606 m. tons.

Internal consumption is about 20,000 m. tons. The rest is exported through the ports of Salvador and Ilhéus. About 64 per cent. of the exports are to the U.S.

Timber is the fourth largest export, accounting (in 1955) for 2.0 per cent. of the total. The use made of forest products is relatively small compared with the country's vast resources : forest occupies half the land. There are many species both of hardwood and soft-wood trees, but because of the density and extent of the stands, the comparative ease of lumbering, and the variety of uses to which it can be put, the most important species from a commercial stand-point is the Paraná Pine (*Araucaria angustifolia*). The pine forests are mostly in southern Paraná and in Santa Catarina. The woods of the Amazon Valley are as yet little exploited, but there is a certain amount of rafting down to Belem, whence hard and fancy woods are exported. The precious rosewood (*Jacaranda*) found especially in Espirito Santo state, has hardly been touched.

Argentina takes 69 per cent. of the exports.

Some other forest products take a modest position in Brazilian economy. It would be convenient to consider them here.

Waxes : Carnauba wax comes from a palm abundant in Ceara and Piauí and the northern coastal area. The wax is extracted from the leaves. Ouricouri is a somewhat similar wax. Together they stand seventh in the list of exports.

Rubber is of little importance to-day, and the latex is only collected when world prices are very high : Brazil collects 24,000 tons of natural rubber, but imports 21,000 tons. Several different kinds of rubber trees are native to the Amazon valley, particularly *Hevea brasiliensis*, castillos, and balatá. It was from the seeds of the first that the large plantations of the East were developed. Balatá trees grow scattered through the forests of the higher regions near the north-western boundaries. The castillos grows on the well-drained ground of the upper tributaries of the Amazon, particularly between the Araguaya and Purus rivers, but the supply has been more or less exhausted.

Various gums, more particularly balatá, coquirana, massaranduba, and sorva, are collected in the Amazon valley and shipped abroad.

Nuts : The Babassu and Brazil nuts are more important, Babassu because it is one of the most important sources of vegetable oil in the country, and Brazil nuts for their export value. Babassu kernels, largely collected at Maranão and Parnaíba, yield 75 per cent. of their weight in edible oil, besides various by-products. The castanha, or Brazil nut tree, flourishes in the forests of Amazonas and Pará. Apart from their use as dessert, the nuts are widely used in confectionery and in the production of salad oil. Both are exported. The **Coconut** palm occurs for many hundreds of miles along the coastal belt from Belem to Río de Janeiro, but mostly in Bahía. The Bahía coconut yields 15 per cent. more copra and 9 per cent. more oil than the Asiatic nut.

Another forest product is **Erva Maté,** better known under its Spanish name of Yerba Maté, or as Brazilian tea. The plant grows wild in the forests and requires no cultivation. It is collected in particular in the states of Paraná and Río Grande do Sul and exported from the ports of Paranaguá and Antonina to Argentina and Uruguay. Brazil produces 67,149 m. tons of it. It also produces 770 m. tons of Indian tea.

The **Fibres** of Brazil are partly forest products. Caroa fibre comes from a stemless plant with swordlike leaves 16 feet long growing in dense masses chiefly in the interior of Pernambuco and Bahía, where mills use the fibre for making canvas, twine and rope. Piassava fibre comes from a palm growing abundantly in Bahía ; it resists salt water, and so is much used in making hawsers, brooms, brushes and toothpicks. Tucum is another fibre-yielding palm found in the eastern part of Brazil. The very resistant fibre is used for fishing lines, nets and cordage. The Paineira is a kind of wild cotton tree, with a floss growing from the inner wall of the thin shell round the seed ; it is much like the Malayan kapok. The stingless nettle which yields ramie fibre (all incandescent gas mantles are made from it), is cultivated in São Paulo and Paraná for local factories. Some years ago Japanese colonists in the Amazon valley, after repeated failures but patiently renewed attempts, managed to acclimatise jute, and 35,000 m. tons a year are now produced.

But the fibre of most importance in Brazil's exports is sisal. Exports have risen from 3,000 m. tons in 1946 to 80,342 m. tons in 1955. Half of it comes from the State of Paraiba.

Partly forestal, and partly cultivated, are the numerous medicinal plants, of which it has been said : " Brazilian plants do not cure : they work miracles." Atropine, cafeine, cocaine, cumarin, curare, eucalyptol, opium, senna and strychnine are among the many drugs derived from Brazilian plants.

Those which are used most abundantly at present are ipecac (which is exported), jaborandi, cocillana bark, and peppermint. Ipecac, a specific for amoebic dysentery, is commercially produced in Mato Grosso, and in Minas Gerais (around 41 m. tons a year. It is almost entirely processed for emetine in domestic factories. Jalapa is another Brazilian plant almost as well known. Brazil is an important source of Japanese peppermint. Most growers distil their own oil. The roots of several varieties of timbo plants yield rotenone, an alkaloid ; these vines are tree climbers found mostly in the Amazon Valley and chiefly at Pará. Brazil is the most important source of pyrethrum in the Western Hemisphere. It is mainly produced in Río Grande do Sul and other southern states. Since rotenone and pyrethrum are poisonous to insects and cold blooded animals and harmless to vegetables and warm blooded animals, they are much used in making insecticides. Copaíba, exported to the United States, is a balsam extracted by incisions in the copaíba tree ; it is astringent and used for affections of the mucous membrane.

Hides and skins, once a most important export, are by-products of the **Livestock Industry.** Cattle and horses (7,286,440) are kept, more or less, in all parts of the country, but of Brazil's total of 61.4 million cattle, Minas Gerais has 23 per cent., Rio Grande do Sul, the chief source of beef exports, some 15 per cent., and São Paulo 14 per cent. The sheep population is now over 17 million ; 10.8 of them in Río Grande do Sul.

Goats are mainly in the north, where they are raised mostly for their skins, which are exported in large numbers. Swine (35.6 million) are most abundant in Minas Gerais and Río Grande do Sul ; Brazil is the third largest pig-breeding country in the world. Mules and asses are largely used for transport.

Every year some 750,000 steers troop down to the state of São Paulo from the states of Mato Grosso, Goias and Minas Gerais for fattening and slaughter. These beasts—São Paulo supplies another half million a year—are fattened in the Barretos district, beyond Araçatuba as far as the boundary with Mato Grosso, and in the Alta Sorocabana. These cattle converge upon the frigorificos of São Paulo and Río de Janeiro, which also draw upon cattle fattened in Minas Gerais in the Triangulo and north western area of the state.

There are 21 frigorificos and 70 " charque " establishments in Brazil. Annual slaughtering in Government inspected concerns and municipal slaughterhouses is about 5,964,700 cattle, 5,408,100 swine, 1,283,700 sheep, and 1,215,500 goats. Total meat production is 1,172,918 tons, of which 1,102,765 tons is beef. The home consumtion of jerked and fresh meat is increasing.

The bulk of the exports of chilled Brazilian beef is sold to Israel, Portugal and Belgium. Canned beef is sold mainly to the U.S.A.

and Britain.

Brazil, after Argentina, is the largest producer and exporter of hides and skins in South America. It is a large exporter of cattle hides, and an important exporter of goat skins.

The Brazilian wool clip (all the fine quality wools come from Río Grande do Sul), is about 27,000 m. tons a year. The textile mills consume two-thirds of it ; the rest is exported to North America, Germany and Japan. Wools of the finer grade, such as 64s. and up, are not produced. Sheep are not raised for mutton, for which Brazilians have little taste.

Dairying has been extensively developed in Minas Gerais, São Paulo and Río de Janeiro. The national output of cheese and butter is about 19,000 m. tons each year. Minas Gerais is famous throughout Brazil for its " Minas " or " Mineiro " cheese.

THE EIGHT MAIN CROPS

Eight main crops account between them for over 90 per cent. of the total cultivated area. Area cultivated in 1953 and 1955 :

	Hectares.	
	1953	1955
Maize	5,061,543	5,551,806
Coffee	2,876,672	3,165,299
Cotton	2,523,067	2,389,830
Rice	2,051,636	2,491,481
Beans	1,877,316	2,242,774
Mandioca	1,078,275	1,104,251
Sugar	945,090	1,032,065
Wheat	893,858	1,085,108
Total	17,207,457	19,062,614
Total Cultivation	18,937,385	21,904,227

Maize is grown everywhere (6.9 million m. tons) but half of it comes from Minas Gerais, São Paulo, and Río Grande do Sul. Cultivation is steadily expanding. Almost every farmer grows maize as food for animals ; the stalks and blades are used as forage and fuel. Maize is also eaten by human beings, especially in the interior, but is not, in general a staple food like rice, beans and mandioca.

Rice was imported before World War I, but is now exported. The production has risen from 1.4 million m. tons in 1935-36 to 3.9 million in 1955. It is cultivated in all the states, but São Paulo produces 28 per cent., Minas Gerais 18 per cent., and Río Grande do Sul 22 per cent.

Wheat is the main food crop in which Brazil is deficient ; 1.7 million tons a year are imported. But the area cultivated has grown from 300,842 hectares in 1946 to 1,085,100 in 1955, and the crop has risen from 212,514 m. tons in 1946 to 982,900 m. tons in 1955. Most of this is grown in Río Grande do Sul. Though Southern Brazil is well adapted to growing barley, rye, and oats, only small quantities are harvested.

Mandioca, or cassava, is a tuberous native plant, of which there

are two types, the sweet and the bitter. The bitter type is poisonous when eaten raw but is harmless when dried or roasted. The root and the flour of the root are eaten all over the country, used as animal food, in the making of starch, and industrially. All states grow it, but half the total of 14.5 million m. tons comes from Bahía, Río Grande do Sul, Minas Gerais, Santa Catarina, and Pernambuco.

Beans, a staple article of diet amongst the working classes, is cultivated on small plots or grown amongst other crops. Brazil is the world's largest producer : 1.6 million m. tons. There are two annual harvests in many places. Harvesting is by hand usually ; the beans are pulled from the earth, dried and threshed with a flail. Two-thirds of the output are from the states of Minas Gerais, Paraná, São Paulo and Río Grande do Sul, though beans are grown everywhere. Production of the soybean is 112,600 m. tons.

Sugar cane has been grown for 400 years : sugar was the first exporting boom in Brazil. Northern states still produce more than the southern. In the north-east (the oldest area), sugar is confined to a narrow coastal strip south of the bulge of Brazil ; the southern area is concentrated in São Paulo (growing some 37 per cent. of the whole), Minas Gerais, Río de Janeiro, and Santa Catarina. In the north-east the sugar lands are often controlled by old families, many of whom received their land titles from the Portuguese Crown. Cane is replanted after each harvest in some areas ; in fertile soils they yield satisfactorily for 20 years. The greater part of the cultivation is primitive, with little fertilizer, though there is some irrigation. Some 50,000 small, antiquated sugar mills (*engenhos*) are in use, turning out a hard brown sugar known as rapadura. But there are many modern usinas producing centrifugal sugar (72 per cent. of the whole). Surplus sugar is converted into alcohol, which is mixed with petrol for use in motor cars, or exported. Production of usinas sugar has risen from 21.1 million bags (of 60 kilos) in 1949-50, to 35.5 million bags in 1954-55. Consumption is 30.5 million bags.

Sugar is now the fifth largest export.

Tobacco is another crop of some importance : it ranks sixth amongst the exports. Bahía grows a dark air-cured type which is manufactured into cigars (some 130 millions) or exported. Most of the tobacco grown in Río Grande do Sul and Santa Catarina (light air-cured and flue-cured) is turned into cigarettes. The dark air-cured leaf grown mostly in Santa Catarina is consumed in the twist-tobacco industry. The crop was 141,248 m. tons in 1955.

Fruit : Oranges and bananas are grown in nearly all parts of Brazil ; every country home has a few trees to supply its needs. Pineapples are also widely grown. Temperate zone fruits—apples, pears, peaches, plums, cherries, and quinces—grow on the southern plateaus. Other fruits such as the mango, avocado, chirimoya, sapodilla, guava and papaya are grown largely and eaten locally.

Brazil harvests three-quarters of Latin America's aggregate production of bananas.

Of the 213.0 million stems of bananas produced, most come from São Paulo, Minas Gerais, Río de Janeiro and Pernambuco. The

orange groves are mainly in Río de Janeiro, Minas Gerais, and São Paulo. Pineapples, half of which come from São Paulo and Pernambuco, are exported, chiefly to Argentina. Guavas, from which jelly is made, grow in profusion in the tropical parts and near Río de Janeiro. Bread fruit flourishes in the coastal region. Melons grow freely in all parts. Lemons are small and thick skinned. Grapes are grown in the cooler parts of Río Grande do Sul and São Paulo and elsewhere, to a total of 306,700 m. tons a year. Wine from the grapes is drunk locally, but it cannot compare with imported wine.

Vegetable Oil and oilseeds : There are many kinds of oil-bearing plants and nuts, but of the total output cottonseed accounts for three-fifths. Other oil-bearing plants, many of which grow wild, are the castor (mamona), peanut and soybean ; cashew, tung, and Brazil-nut trees ; and various palms—the oiticaca, babassu, coconut, tecum, ouricouri, and murmuru. There is a large production of vegetable oils from these seeds. Of the 335 vegetable oil factories some 55 are in São Paulo. Production of vegetable oil is about 270,000 m. tons. Some 194,000 tons of castor seed is produced and 41,300 tons of castor oil.

Fishing : The annual fish catch is about 150,000,000 lb. This is the largest catch for any of the South American countries. The Amazon region has vast fishery resources and a large variety of fish ; only two species are used for commercial processing : the pirarucú and an aquatic mammal, the peixe-boi (sea-cow). Sold in the fresh fish markets are the pescado (small hake) and the tucunare.

The most common species of the " Bulge " area are : garoupa (grouper), bicuda (barracuda), and the voader, which is dried and sent to the interior where it is a favourite fish of labouring groups. In Paraiba and Rio Grande do Norte, albacora (swordfish) is caught in large quantities. Shrimps are caught and dried along the coasts of Maranhão, Ceara, and Baía. Large quantities of crabs, clams, shrimps, spiny lobsters, and turtles are caught and consumed in Alagoas, Pernambuco, and Pará. Sharks are found along the whole Brazilian coast, and shark meat frequently appears on the markets.

In the Río de Janeiro and Río Grande do Sul areas, sardines are very abundant. Other fish caught in this region are anchovy, grouper, taínha (mullet), bagaré (sold as salmon), corvina, shrimps, and other species.

Exports of the main agricultural, pastoral and forest industries :

Product exported	1955		More or less than in 1954	
	Tons	Cr$ 1.000	Tons	Cr$ 1.000
Coffee	821,747	15.494.694	+166,695	—1.912.002
Raw Cotton	175,705	2.411.859	—113,779	—1.684.560
Cocoa beans	121,925	1.669.058	+ 956	— 820.664
Pinewood	672,730	1.072.626	+187,849	+ 378.608
Sugar	573,256	861.286	+411,454	+ 633.998
Tobacco	28,209	339.362	+ 144	+ 1.452
Caraúba wax ..	12,465	309.499	+ 3,253	+ 11.402
Maté	52,405	249.088	+ 2,554	+ 13.485
Sisal (fibre)	80,343	207.309	+ 25,140	+ 39.975

Other agricultural products exported were, in m. tons : bananas, 211,000 ; maize, 80,000 ; castorseed, 61,000 ; soya beans, 51,000 ; oranges, 46,000 ; fodder, 25,000 ; castor oil, 25,000 ; cotton linters, 23,000 ; hides and skins, 19,000 ; meat, 8,000 ; Pará nuts, 6,000 ; cocoa butter, 6,000 ; and raw wool, 5,000.

We are indebted to the Annual Report of the Hollandsche Bank-Unie, N.V., for much useful economic data on Brazil.

MINERALS.

Mineral production is less than 1 per cent. of total national production.

The large mineral deposits of Brazil have as yet been barely tapped, partly because transport is difficult, power not yet abundant, and the deposits so arranged geographically that their exploitation is by no means easy. The absence of a good, cheaply coked **coal,** for example, is a handicap where rich iron ores are so plentiful ; what coal there is comes from Santa Catarina and Río Grande do Sul. Both are of poor quality, but the former is now being mixed with imported coal and coked for the National Steel Mills. Brazil produces 2,268,000 tons of coal, but imports nearly a million tons a year. Another source of power, **petroleum,** is exploited and refined in Bahía, but the production from 120 wells is not yet more than 2,021,900 barrels a year. Reserves at Bahía are thought to be 50 million barrels : just over a year's consumption in Brazil. Some of Brazil's largest reserves of oil are thought to be up the Amazon basin, in regions to which there is little transport. A well is producing near Nova Olinda, 75 miles from Manaus. The industry is now controlled by " Petrobras ". Brazil has 8 refineries, with a capacity of 120,000 barrels a day. The biggest are at Cubatao (65,000 barrels), São Paulo (20,000 barrels), and Río de Janeiro (10,000 barrels).

Gold and **diamonds,** though by no means exhausted, are no longer of much account. There is only one gold mine still working, the famous Morro Velho, a British concern which celebrated its centenary in the thirties. This, the deepest mine in the world (over 9,000 feet) is at the town of Nova Lima, in the Serra do Espinhaço, just south of Belo Horizonte, in Minas Gerais. From the same state, as from Goias and others, come diamonds, gems, emeralds and sapphires. (Carbonados, the black diamonds used in industry as abrasives, come from the Paraguassú River, in Bahía). In the southern part of the Serra do Espinhaço there are deposits of manganese, one of the hardeners of steel. They lie along the line of the Central Railway to Río de Janeiro. And in Central Minas Gerais are to be found other ferro-alloys used in hardening steel : chromium, molybdenum, nickel, tungsten—as well as sizeable deposits of zirconium and quartz crystals, the only source of these crystals for electrical use.

Gold production in 1955 was 3,317 kilos. Silver production was 5,517 kilos.

Manganese has in the past been mainly exported from Río to the United States, but the deposits along the famous iron ore belt in Minas Gerais are now either needed for domestic steel production or find it difficult to reach port along the congested Central railway. All the same, production there is rising, and 177,000 m. tons were exported in 1955. Manganese is also mined in Bahía, but selective

working has almost exhausted its richer ores. Reserves in the Urucum hills, near Corumbá in south-western Mato Grosso exceed 30 million tons, half of it containing 43 per cent. manganese, but the transport difficulties are formidable. The ore has to be delivered by trucks to the Paraguay River (20 miles), and loaded into barges and steamers plying between Corumbá and Buenos Aires (2,000 miles) further south and 8,000 miles from Baltimore. The alternative rail haul from Corumbá to Santos is 1,200 miles, and several trans-shipments would be necessary. Extensive and untapped resources have now been found in the Territory of Amapá, on the northern-most part of the Brazilian seaboard. The mines are to be linked by 125 miles of railway with a new port near Macapá, on the northern bank of the Amazon. Production, 1955—213,000 m. tons.

Iron : But it is the iron ores which are of paramount importance. About a quarter of the world's reserves of iron ore lie in the southern and eastern parts of the Serra do Espinhaço, chiefly at the headwaters of the Río Doce. The average metallic content of Itabira iron is 60 per cent. or more, and it has a low percentage of phosphorus. This iron field is now being actively mined, both for export abroad and for use in the domestic steel mills. Because the Central railway from the area to Río de Janeiro, with its steep grades and many curves, was not considered the best route for shipments, the 350-mile Vitória-Minas railway from Itabira to the port of Vitória along the Valley of the Río Doce was rehabilitated to bear a traffic of 1,500,000 tons a year. Iron ore exports at Vitória rose from 35,402 in 1942 to 2,564,551 m. tons, value Cr$1,231.4 millions, in 1955. It is the only mineral to figure largely in the exports. Production, 1955—3,382,000 m. tons.

Steel : There are twelve reverberating furnaces in Minas Gerais turning out pig iron, and seven Siemen-Martin furnaces turning out steel ; they still depend partly on charcoal. The main producers are Acesita (Cia. Aços Especiais Itabira), the Belgo-Mineira, the Cia. Mannesmann, the Cia. Ferro e Aço de Vitória, and the Cia. Mineração Geral do Brazil. A new steel mill is being put up by the Cia. Siderúrgica Paulista (Cosipa), at Piassaguera, between Santos and São Paulo, close to rail, road, and water transport, and within easy reach of São Paulo itself.

But these have been eclipsed by the National Steel Mills of Volta Redonda, in the Paraíba Valley, in the state of Río de Janeiro, just south of the Minas Gerais border. The iron comes southwards from Itabira, 235 miles away, along the electrified Central Railway ; low grade coal from Tuberão in Santa Catarina is shipped by sea to Río and taken over the Great Escarpment by rail to Volta Redonda, where it is mixed with imported coal and coked. The mills are close to the Río Paraíba, which supplies water in volume. Around the huge plant is a cluster of private industries manufacturing essential products for the mill or making use of its by-products. There is also a large tin smelter. On the side of the valley above them is the model town of Volta Redonda to house the workers.

There are now two blast furnaces with a total capacity of 710,000 tons yearly, Production at the plant is rising rapidly. It was in 1955 : pig iron, 498,200 tons, steel ingots, 745,200 tons, rails and accessories, 81,000 tons, steel plates, 75,000 tons.

galvanized plates, 13,000 tons, sections and bars, 101,000 tons, hot rolled steel plates, 114,000 tons, tinplate, 38,000 tons, and cold rolled plates, 110,000 tons. Total Brazilian production is 1,069,632 m. tons of pig iron, 1,156,032 m. tons of steel ingots, and 1,029,504 m. tons of rolled products.

Iron and steel tubes, iron wire and barbed wire are still being imported, but domestic steel supplies 76 per cent. of the demand.

There are partly developed deposits of **nickel,** an important steel alloy, at Niquelândia, in the State of Goias. The deposits run to 20 million tons, at a workable depth. **Lead** is mined in the Ribeira do Iguapé region of São Paulo and in the Alto Garcia zone near Blumenau, in Santa Catarina, to the tune of 2,800 tons a year. Annual production of **aluminium** is 1,664 m. tons, (aluminium plant near São Paulo), of **tungsten** ore, 971 m. tons, of **rock crystal,** 718 m. tons, of **Zirconium,** 3,000 tons, of **salt,** 581,000 m. tons, and of **tin,** 1,203 m. tons.

INDUSTRIES.

Two world wars which forced Brazil to create for herself what she could no longer buy abroad has led to an enormous expansion of industry. Brazil is, indeed, the most highly industrialised country in South America. With a population increasing by a million a year she is likely to remain so. The industries, like the cultivation, is concentrated in the south-eastern states, and more particularly in São Paulo, Río de Janeiro, and Minas Gerais. Production has trebled since 1939 ; between 1940 and 1950 industrial workers increased from 781,185 to 1,492,884 in São Paulo, responsible for 60 per cent. of the industrial production. Some of Brazil's consumer goods compare favourably with all but the very best British equivalent. More and more American, German, French, Swedish, Italian, Japanese and (to a lesser extent) British firms are setting up factories in Brazil. Her exchange restrictions, her protective measures for industry, large margins of profit and a huge potential demand make Brazil a profitable field for industrial investment. This paradoxical boom in industry is taking place in what appears, from abroad, to be a chronically straitened economy.

Brazil is now self-supporting in everything except fuel, some metals, machinery, vehicles, chemicals, paper, and a few foodstuffs, more particularly wheat. She imports petrol and petroleum fuel and lubricating oils and coal in large quantities ; of the raw materials she imports cellulose, cement, iron and steel, tar, resin and kindred products, lead, zinc, tin and sulphur ; of industrial products she imports chassis, motor cars, and spare parts, agricultural and road construction machinery, paper, electrometers and generators, and rapidly shrinking amounts of finished products and components, typewriters, wireless and television sets. But she is already exporting sewing machines, textiles, steel products, household appliances, tyres, pharmaceutical products, and even clocks.

About four-fifths of the raw materials are produced in the country. Five industries account for 75 per cent. of Brazil's industrial production : textile, 22.3 per cent. ; foodstuffs, 21.9 per cent. ; chemical, 10 per cent. ; metallurgic, 11.3 per cent. ; and construction, 5.8 per cent. Textiles are the only manufactured products exported, and that in small quantity. Nearly all the production is consumed in the home market. There are numerous mills turning out cloth and yarn and knitted goods ; there are silk and rayon weaving mills, woollen mills, and spinning and weaving jute-mills. (The factory of the Cía Fabril de Juta Taubate is the largest in South America). There is

an active rubber industry turning out tyres and tubes, and a rapidly increasing plastics industry. Brazil produces 330,000 tons of paper and board, but imports 139,000 tons and 127,000 tons of cellulose ; produces 2,652,154 m. tons of cement and imports 242,000 m. tons ; produces only a fraction of the lead and zinc she imports.

Her main industrial problem is fuel. Petrol and petroleum products, fuel and lubricating oils and coal account for no less than some 15 per cent. by value of her total imports. But she is enormously helped by unlimited water power.

Hydro-Electric power : Brazil has the sixth largest hydro-electric potential in the world ; it is estimated at 14,500,000 kw. In 1953, the total installed generating capacity was 2,237,000 kw. ; this had been increased to 3,065,000 kw. by 1956. And like most evidence of progress in Brazil, hydro-electric energy too is concentrated in the three states of São Paulo, Río de Janeiro, and Minas Gerais : one-tenth of the country produces seven-tenths of the electricity. The municipalities of São Paulo and Río de Janeiro consume some 36 per cent. of the electricity.

Between 1920 and 1940 Brazil's power generating capacity rose by nearly 700 per cent. Between 1945 and 1954 Brazil's consumption of electric power rose from 5.7 million to 10.9 kWh. The great power station built on the São Francisco river at the Paulo Afonso Falls has an output of 120,000 kw., soon to be increased to 360,000 kw. It will supply cheap power to the NE. Other smaller stations are being built and further plans for increasing water power are under way, particularly in Minas Gerais.

Present Developments : The Government's policy is to attract the widest possible foreign collaboration in its development programme. Brazil is the most rewarding long-term market for capital equipment and for industrial investment in South America, and several foreign countries (particularly Germany and Japan), are acting on this assessment. The American Government, through the Export-Import Bank, has increased its financing of development projects ; these include the re-equipping of Brazil's virtually obsolete railway system, port improvement and power development. Although these long-term American credits must be spent in the United States, they will release funds to permit the Brazilian Government to pursue its policy of wide foreign collaboration. The Government plans also to increase storage capacity everywhere : 30 per cent. of perishable goods is lost by lack of it each year.

Foreign Capital invested in Brazil is mostly American and British. About Cr$25,136 millions of foreign capital is invested in commercial enterprises. The U.S. accounts for 53.9 per cent., and Britain for 28.8 per cent. of this investment.

TRADE AND COMMERCE.

International trade is as follows, in millions of U.S.$:

Year	Imports	Exports
1953	1,319	1,539
1954	1,634	1,562
1955	1,307	1,423

An analysis of the foreign trade in 1955 by countries shews that about 43 per cent. of the exports (U.S.$602 m.) went to the U.S.A., followed by Germany (U.S.$104 m.), Argentina (U.S.$100 m.), and the U.K. (U.S.$60 m.). The U.S.A. was also Brazil's largest supplier (U.S.$309 m.), followed by Argentina (U.S.$152 m.), Venezuela, and Germany (U.S.$88 m.).

The Federal District takes 40 per cent. and São Paulo State takes 42 per cent. of the total imports. São Paulo provides 50, and the Federal District 16.6 per cent. of the total exports.

FOREIGN DEBT (Dec. 31, 1954.)

Currency.	Federal Union, States, and Municipalities.
Sterling	£27,300,000
U.S.$	$99.100,000
French francs (gold)	F.Fr.20,400,000
French francs (paper)	F.Fr.33,000,000
Dutch florins	Fl.7,900,000

The Federal consolidated internal debt is stated to be Cr$10,500 millions, and the floating debt is Cr$65,000 millions.

INFORMATION FOR VISITORS

How to reach Brazil :

By Sea : From Liverpool, Southampton and London there are fast steamship services to Brazil by Royal Mail Lines ; particulars from Royal Mail House, Leadenhall Street, E.C.3, or from the Agents listed on pages vi and vii.

The Blue Star Line (Chief Passenger office : 3 Lower Regent Street, S.W.1.) runs a regular service of passenger-cargo liners carrying about 65 first class passengers.

Cargo ships carrying up to 12 passengers are run by Houlder Brothers ; the Lamport & Holt Line ; the Saint Line ; and the Blue Star Line.

First class passengers only are taken on the vessels of the Cía. Argentina de Navigación.

The Booth Line serves North Brazil from Liverpool and New York.

For greater detail see under " Steamship Services."

Regular steamship services from the United States are :—From New York by Moore McCormack Lines, Booth Line, Lamport & Holt Line and Wilhelmsen Line ; from New Orleans by Delta Line ; from San Francisco and Los Angeles (*via* Panamá Canal) by Moore-McCormack Line.

By Air : Brazil is connected with West Africa and the principal cities of Europe by the air services of Air France, K.L.M., Scandinavian Airways, Lufthansa, Alitalia, Iberia, Swissair, Aerolineas Argentinas and the Brazilian Panair do Brasil.

Brazil is connected with the West Indies and the East coast of the United States by Pan-American Airways, Serviços Aereos Cruzeiro do Sul, Alas Argentinas, Aerovias Brasil, and Varig S.A., and with the NW coast of South America and the W coast of the United States by Braniff Airways. The latter connects at Lima with Canadian Pacific Airlines to and from Vancouver. The Brazilian line Real-Aerovias flies between Rio de Janeiro and Chicago.

There is at least one plane daily to Montevideo and Buenos Aires, with connections to Santiago de Chile, which is also served by Panair

do Brasil on its route Río de Janeiro—Asunción—Santiago.

Arriving at Río de Janeiro : Air passengers from abroad arrive at the Galeao Airport. There are interpreters in the Public Health, Immigration, and Police services to help the travellers. Documents are checked, luggage examined, an entry visa stamped on the passport, and an exit visa is given to tourists who intend to remain less than 90 days, and to those in transit who stay less than 30 days. When the baggage is cleared it is taken to car or taxi by porters who charge Cr$5,00 for each piece. European air companies provide transport to the centre of the city ; those coming in on American planes have to shift for themselves. There is a round-the-clock cab service at the airport.

Arrival by sea is slightly different. Documents are checked on board. Baggage can be disembarked, at the same time as the passenger, by porters, who charge according to the size and weight of each piece. The baggage is examined immediately at the Customs House. If heavy baggage cannot be examined the same day, the owner is asked to come back the next day. Passengers with temporary visas (90 to 180 days), should have their passports stamped at the Registro de Estrangeiros, Praça Marechal Ancora, in order to get their exit visas. Passengers must go personally.

At both the airport and the docks the porters are numbered. It is an elementary precaution to make a note of the number of the porter engaged. Porters at the airport expect to be tipped. Porters at steamship wharves and railway stations expect to be tipped generously.

Internal Transport : The roads and railways are dealt with in the text, under the cities they serve.

There is no lack of transport for travelling between the various coastal markets in Brazil, though few of them are connected by railway. There are occasional good motor roads, such as the Río-Petrópolis road, the first section of the main highway to Recife, the Dutra Highway from Río de Janeiro to São Paulo, or the Anchieta Highway (specially built for high speed motoring) between Santos and São Paulo.

The train services from Río de Janeiro to São Paulo and Belo Horizonte are good. There are trains to other parts of the south and to the north east, but travellers would be well advised to go by air to save time and trouble. The only connections to the north are by air and sea.

Railway fares vary on the different systems. Fares as a whole are cheaper than in the United Kingdom. Luggage over 30 kilos must be paid for. Meals are usually provided in restaurant cars on long-distance journeys, at approximately hotel prices. Numbered seats and sleeping berths are supplements added to the ordinary fare. Tips are a great aid to smooth travelling.

Taxis begin to register at Cr$5,00 (6d.), and distance charges are reasonable. In Río de Janeiro and São Paulo they are obliged to have meters, but in Río special rates are laid down for the airports and railway stations. In other towns taxis are hired by the half-hour or hour at charges which should be displayed inside the taxi. A 10 per cent. tip is usual.

The communal taxi (lotação), which runs over a fixed route at a flat rate and can be boarded or left at any point, is also much used.

There are ample bus and tram services at both Río and São Paulo, though they are crowded during the rush hours. Tram fares in Brazil are generally below those of the United Kingdom. The usual minimum fare is one cruzeiro. The buses usually charge a flat rate for the journey, though in some, as in the trams, the rate varies according to the number of stages ridden. Change for over Cr$50,00 is not given on the buses.

Auto-omnibus lines are common in all the principal centres of Brazil, at prices from two to six times those of the tram services.

Between ports it is sometimes possible to travel by ocean liner. But if these are not available there are frequent sailings of Brazilian coastwise vessels including the Lloyd Brasileiro, the Companhia Nacional de Navegação Costeira and the Lloyd Nacional. All these run regular services between Brazilian ports. The Amazonian ports of Brazil may also be reached direct from Liverpool or New York by the Booth Line. The coastal line rates are generally speaking about half those of the foreign lines.

The internal air services are highly developed, and Brazilians are extremely air minded, as one would expect in a country where overland travel ways are often difficult or non-existent. In 1929, Brazil's air routes totalled 4,529 miles ; to-day they are over 60,000. The world's largest airport is at Natal. Río de Janeiro has two airports, the Santos Dumont, near the city, and the Galeão, on Governador Island. The first was built in characteristic Brazilian fashion : a mountain was tumbled into Guanabara Bay and the land flattened. There are over 20 air companies.

A monthly magazine "Guia Aeronautica," (Cr$5,00) gives all the Brazilian air-services, with time-tables and fares.

Passports : The competent Brazilian authorities abroad have the power to grant three categories of visa : transit, permanent, temporary; special temporary ; and permanent. Regulations are changed from time to time and the prospective traveller to Brazil should call at the nearest Brazilian Consulate to find out what the regulations are for obtaining a particular visa. There is a Brazilian Embassy and Consulate-General in London and Consulates at Liverpool, Southampton, Glasgow and Cardiff. The present fee for a visa is £1. 18s. 9d.

Consular visas are not required by tourists from American countries and Canada who stay in Brazil not more than 30 days. Only the following documents are required at the port of disembarkation : valid passport or *cédula de identidad* (for countries in respect of which agreements containing such a provision are in force) ; a tourist card which is handed to the traveller by the carrying company when purchasing his ticket ; a vaccination certificate ; and the return or round-trip ticket.

The temporary visa applies to business visitors, tourists, scientists, teachers and men of letters on a cultural visit, artists, sportsmen and the like. In addition to the passport, the applicant must present at the Brazilian Consular offices certain other documents, including certificates of good health and vaccination. Brazilian Consulates will only recognise a health certificate signed by one of their own doctors : there is a list of their doctors at the Consulate. A fee of

£2. 2s. is charged for the certificate. It is wise to inoculate against typhoid and paratyphoid before leaving the home country.

Transit visas are valid for a stay of 30 days, but they will only be granted to those who must pass through Brazil to reach their destination. The applicant must produce a visaed passport for the country he is going to.

When ships are held up in port travellers may land and stay in Brazil without a visa until the ship is ready to sail. Passports are collected by the police on landing and returned on re-embarkation.

Businessmen are strongly advised to visit the nearest British Consular Officer when they land in Brazil to find out what regulations cover their activities. They are referred to " Hints to Business Men visiting Brazil," free on application to the Commercial Relations & Exports Department, Board of Trade, Horse Guards Avenue, Whitehall, London.

Clothing and personal articles are considered as passengers' luggage and admitted free. Such articles as cameras, typewriters and binoculars are admitted against the deposit of duty.

Climate and Clothing : Conditions during the winter (May to October) are similar to those of a European summer in the centre and the south of Brazil. Summer-weight woollens can be worn without discomfort in Río de Janeiro, but further south something heavier is often required. In São Paulo, which is in the Highlands, light-weight clothing is only required in the summer. White dinner jackets are not worn in Río de Janeiro and São Paulo during the winter. At almost every season of the year a light waterproof coat will be found useful. In the north the winter is a season of tropical rains.

Summer conditions all over the country are tropical, but temperatures of 100° F. are comparatively rare. In the coastal towns there is a high degree of exhausting humidity. The luminosity is also very high and travellers frequently suffer from headache due to eye strain. This applies more particularly to persons with normally good sight. Relief may be obtained immediately by wearing coloured glasses. On the other hand it is not necessary to wear a sun helmet, and indeed the wearing of one by a foreigner creates a painful impression on the Brazilian mind. It is one of the few things that should be regarded as distinctly ' not done.'

Tropical clothing (palm-beach, linen, or drill) is worn throughout the year in the north, and in summer (and occasionally in winter) in Río de Janeiro and the south. The traveller would do well to get tropical clothing before leaving home : it is expensive in Brazil.

Clothing packed in trunks should be protected against moths.

Brazilian society is well and expensively dressed. Formal evening clothes are often worn in the best hotels and casinos, and there are many social occasions when it is absolutely necessary to wear them.

Health : The health hazards in travelling are not serious, but the newcomer would be well advised to eat fresh meat sparingly—particularly in the smaller towns. Because of the prevalence of amoebas, travellers should abstain from fresh salads and vegetables and such fruit as strawberries. Water should not be drunk except in the larger hotels and restaurants of the bigger towns : bottled waters and light beers are on sale. In the north it is as well to sleep

under a mosquito net. Home habits of eating and drinking should not be followed too closely in the warmer Brazilian climate : appetite is a better guide than habit.

Two excellent hospitals are supported by the American and British Colonies in Rio and São Paulo. They are : Hospital dos Estrangeiros, Rua General Gois Monteiro 8, Rio de Janeiro (Tel : 26-9550) ; and Hospital Samaritano Brotero 1486, São Paulo (Tel : 51-2154).

Hotels : In the best hotels in Río and São Paulo the charge for room with bath is from Cr$450 to 700 without meals. Hotels at other large towns compare with the second-class in Río de Janeiro in both price and comfort. In the interior the accommodation is not generally good, and prices are about that of the second-class hotels in Río de Janeiro, but there are surprisingly good hotels at some of the inland watering places. They charge the same as the first-class Río hotels. Tipping in hotels : 10 per cent. A sympathetic treatment of servants and hotel employees goes a long way.

Tipping is usual, but perhaps less common and less costly than in most other countries, except in the case of porters. Porters at steamship wharves and railway stations are usually in uniform. They charge heavy tariffs on each package at varying scales, often expect a tip as well, and there is, besides, a charge of from 7/6 to 10/- per piece of baggage for its carriage from ship to hotel. Passengers can economise by using larger and fewer containers and by carrying their own hand luggage when they can.

It is difficult to find an unfurnished flat or house, and even more difficult to find one furnished. Monthly rents for three room flats in Río and São Paulo run from Cr$3,250 to Cr$6,500 unfurnished, and from Cr$7,500 to Cr$11,500 furnished. Four to six room houses rent at from Cr$6,500 to Cr$9,000 unfurnished, and from Cr$9,000 to Cr$13,000 furnished. These prices are going up.

Cost of Living : There has been considerable inflation in Brazil for some years, and prices are still rising.

Meat is costly. Brazilian canned goods are high priced ; U.S. canned goods cost even more.

A small family's monthly electricity bill in Río (where gas is used for water heating and cooking) is about Cr$210 ; In São Paulo, where heating and water heating is by electricity, it is from 325 to 455. Unlimited residential telephones cost Cr$120 a month in São Paulo, if a telephone can be got. They cost more in Río.

For the sake of prestige, if nothing else, servants must be used. They usually live in ; the householder provides food, uniform, and certain other articles of wear. Actual cost of a servant is about twice the wage, and wages paid per month in the two main cities are : cook, Cr$1,300—1,950 ; housemaid, the same ; nurse, 1,050—1,300.

Those who wish to rent unfurnished houses should bring their furniture and household equipment with them. First-class furniture can be made locally, at extreme prices, in 8 months or so. A reasonable amount of equipment is duty free, and there is a rebate of 50 per cent. duty on furniture, carpets, curtains, and pictures.

Plenty of clothing (particularly shoes) should be taken, and as much of it as possible washable. Ready-made men's suits cost at

least Cr$2,600 if made of Brazilian, and 6,500 if made of imported cloth. Ready-made models for women cost from Cr$950 to 10,500.

These are the official cost of living indices for the month of June, 1956, in São Paulo city.

Food.	Rent.	Clothing.	Hygiene.	Transport.	Fuel.	Index.
292	203	226	256	350	202	253

(Base—1951 = 100).

Currency : The unit of the monetary system is the **Cruzeiro,** divided into 100 centavos. The metal money consists of one and two cruzeiros, and 10, 20, and 50 centavos. There is paper money for 1, 2, 5, 10, 20, 50, 100, 200, 500 and 1,000 cruzeiros. All money amounts are now proceeded by the symbol Cr$. A comma is used to indicate the division of cruzeiros from centavos. For example :—

Cr$0,30 (thirty centavos).
Cr$12,10 (twelve cruzeiros and ten centavos).
Cr$875,25 (eight hundred and seventy-five cruzeiros and twenty-five centavos).

The U.S. dollar has been adopted as the basis of exchange. At the end of November, 1956, the rates in the free market were Cr$178,00-184,00 per £ and Cr$65-67 per U.S.$.

Weights and Measures : The metric system was adopted in 1889, and is used by all.

STANDARD BALES.

Coffee	60 kilos.	Cotton ..	80, 140, 180 or 225 kilos.
Cacao	60 kilos.	Tobacco ..	70 kilos average.

Mail from Britain to Brazil, see page 28.

Letter Post : Inland and Pan America and to Spain, per first 20 grammes, Cr$2,50 and Cr$1,50 per 20 grammes thereafter. Airmail : Inter-state rate is Cr$3,30 for first 5 grammes of L.C. mail (letters, letter cards, postcards), and 25 grammes of A.O. mail (manuscripts, samples, printed matter and parcels). The charge within the same state is Cr$3,00. Foreign countries are divided into 3 groups, according to distance from Brazil. Charges are for first 5 grammes of L.C. mail and first 25 grammes of A.O. mail, and, in brackets, per 5 and 25 grammes thereafter. They vary from Cr$4,00 (Cr$1,80) L.C. and Cr$4,00 (Cr$3,40) A.O. for near Republics ; Cr$6,50 (Cr$4,20) L.C. and Cr$7,00 (Cr$6,30) A.O. for Spain and the U.S.A. ; to Cr$11,50 (Cr$5,50) L.C. and Cr$10,50 (Cr$8,50) A.O. to Great Britain.

Telegrams : Minimum charge of Cr$15,00 for telegrams of up to 25 words and Cr$1,00 within same State or Cr$1,50 for inter-State message, for each additional word.

Cables : All America Cables & Radio, Inc., communicates with all the world through its stations at Río de Janeiro, Santos, and São Paulo. The Western Telegraph Co., Ltd. (British), has branches at all important ports on the coast and at São Paulo. Communication is provided with all parts of the world " Via Imperial."

International and internal radio-telephone services are maintained by the Companhia Radio Internacional and the Radiotelegraphica Brasileira.

Radio : There were 80 radio stations in 1930. There are now 400. Radio is a tremendous factor in the unifying of a vast nation,

many of whose subjects live deep in the interior with no other communication.

Brazilian Law recognises an unspecified number of National Holidays (at present six) declared by Federal Law ; and Religious Holidays declared by each Municipality according to local tradition and not exceeding seven in number.

The **National Holidays** are January 1 (New Year), April 21 (Tiradentes, a Brazilian hero), May 1 (Labour Day), September 7 (Independence Day), November 15 (Day of the Republic), and December 25 (Christmas).

In Río de Janeiro the seven Municipal holidays are January 20 (Foundation Day), Good Friday, Corpus Christi, Carnival Monday (after 2 p.m.), Carnival Tuesday, Ash Wednesday (until noon), November 2 (All Souls Day).

In São Paulo the seven Municipal holidays are : January 25 (St. Paulo), Good Friday, Corpus Christi, June 29 (St. Peter), August 15 (Assumption), November 2 (All Souls), December 8 (Immaculate Conception).

The **language** is Portuguese. Italian and German are much spoken in the southern States, for many Italians and Germans have settled there. Many educated people speak French, or English. There is a prejudice against Spanish.

There is no State **religion,** but the Roman Catholics, with three Cardinal Archbishops and Bishops in all the larger cities, predominate. The separation of State and Church has been carried out. All religions may be practised.

Time : Brazilian Standard Time is three hours behind G.M.T. in all the eastern parts. However, there are two zones further west. The States of Mato Grosso, Pará (west of the Pecuarí, Jarí and Xingú rivers), and Amazonas (east of a great circle joining Tabatinga to Porto Acre and including these two towns) are four hours slow on G.M.T. That part of the State of Amazonas not included above, and the Territory of Acre are five hours slow on G.M.T.

PRESS

Rio de Janeiro : "Diario Carioca," "O Globo," "Diario de Noticias," "A Nação," "Correio da Manhã," "Jornal do Brasil," "Jornal do Commercio," "A Noite," "Diario da Noite," "O Jornal," "Diario Oficial," (the official gazette). "Brazil Herald" (daily, in English) ; and many others.

São Paulo : "Diario do Noite," "Folha da Manhã e da Noite," "Diario Popular," "O Estado de São Paulo," "Diario de São Paulo," "Correio Paulistano," "Times of Brazil," "A Gazeta," "O Tempo," "Ultima Hora."

Salvador : "Diario de Noticias," "A Tarde."

Recife : "Jornal do Recife," "Jornal do Commercio," "Diario de Pernambuco," "Diario da Manhã," "Folha da Manhã."

Santos : "O Diario de Santos," "A Tribuna."

Para : "Estado do Pará," "A Folha do Norte."

Manaus : "O Jornal."

Porto Alegre : "Correio do Povo," "Diario de Noticias."

Rio Grande : "Rio Grande," "O Tempo," "Gazeta da Tarde.

Pelotas : "A Opinião Publica," "Diario Popular."

Curitiba : "O Dia," "Gazeta do Povo."

Travel Information : Besides the travel agents there is a Government Tourist Bureau at Avenida Marechal Camara, 171, Río de Janeiro.

Food : The food can be very good indeed. The most common dish is feijoada, a compound of black beans and rice, cooked separately. In a variant—feijoada completa—one or more other ingredients (jerked beef, smoked sausage, smoked tongue, salt pork, along with spices, herbs and vegetables) are cooked with the beans. Manioc flour is sprinkled over it at table. Hotels often lack the faith to serve these popular dishes, but the restaurants will oblige. Bahia has some excellent fish dishes ; some restaurants in most of the big cities specialise in them. Fish is often served as an entree with vegetable and rice, or as a thick chowder. Boiled fish is served with shrimp sauce and manioc flour. Vatapa is a good dish in the north ; sometimes it contains shrimp or fish sauced with palm oil, or coconut milk. Empadinhas de camarão are worth trying ; they are shrimp patties, with the shrimps and various ingredients like olives and heart of palm encased in light pastry. A tender grilled fillet served with roasted manioc flour goes under the name of churrasco (it came originally from the cattlemen of Río Grande do Sul). There is plenty of game, most commonly stuffed with manioc flour, boiled eggs, or olives. A white hard cheese is usually served for dessert with bananas or some fruit paste.

There is fruit all the year round, ranging from banana and orange to pineapple (abacaxi) and alligator pear (abacate). Some people like the mango and the fruta do conde (custard apple, which should be taken with fresh guava). Two other fruits, genipapo and jaboticaba are very good.

Drinks : Imported drinks are expensive, and it is hard to find a native wine which is not mediocre. The beers are considered good, but a taste for them sometimes has to be acquired. The poorer classes drink rum. There are plenty of local minerals, including guaraná. There is a surprising range of non-alcoholic drinks : bacurí, cupuaçú, caju, pitanga, and maracujá. Everything is worth trying once.

Brazilian Representation in Great Britain : The Brazilian Embassy is at 32 Green Street, London, W.1. The Ambassador is Dr. Francisco de Assis Chateaubriand de Mello.

The Chancellory and the Consulate General are at 32 Green Street, W.1. There is a Consulate General at 9 Croxteth Road, Liverpool, and Consular offices at 59, Queen Street, Cardiff ; 124 St. Vincent Street, Glasgow ; the Prudential Buildings, Southampton ; and at 12 Upper O'Connell Street, Dublin.

The Brazilian Government Trade Bureau is at 157 Regent Street, London, W.1. The Brazilian Chamber of Commerce and Economic Affairs in Great Britain is at 60, Lincoln's Inn Fields, London, W.C.2. It publishes the *Brazil Journal* monthly.

British Representation in Brazil : The British Embassy is at Praia do Flamengo, 284, Rio de Janeiro. The Ambassador is Sir Geoffrey Wedgwood Harrison, K.C.M.G., G.B.E.

The office of H.M. Minister (Commercial) is at the Embassy.

The Consulate-General in Rio de Janeiro is at Avenida Rio Branco, 4, 9th floor, and the Consulate-General in São Paulo at Rua 7 de Abril, 264, 14th floor, Edificio Gustavo Eduardo Jafet. Consular offices at Belo Horizonte, Santos, Porto Alegre, Recife, Salvador and Belem.

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CHILE

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CHILE, with an area of 286,000 square miles, is smaller than all other South American republics save Ecuador, Paraguay and Uruguay, but is nonetheless larger than any European state except Germany. Its territory is a ribbon of land lying between the Andes and the Pacific: a ribbon which is 2,800 miles long and, on an average, no more than 110 miles broad; of this width the Andes and a coastal range of highland take up from a third to a half. It contains within itself wide variations of soil and vast differences of climate; these are reflected, from area to area, in the density of population and the occupations of its 6,900,000 people.

In the extreme north Chile has a frontier with Peru, running six miles north of the railway from the port of Arica to the Bolivian capital of La Paz. Its eastern frontier—with Bolivia in the north and with Argentina southwards—is along the crest of the Andes at an altitude of 18,000 feet in the north, 23,000 feet in the centre, and 13,000 feet amongst the active volcanoes further south; the crest then tapers at a steadily diminishing height to the southern seas, where the Strait of Magellan between the ultimate island of Tierra del Fuego and the mainland gives access to the Atlantic. Chile's western and southern coastline is 2,800 miles long.

A coastal range runs parallel with the Andes from the north to the deep south. In the north and central two-thirds of the land, high and sloping cliffs face the sea: ports are precariously built in small indentations of the cliff face or on shelves of ground lifted slightly above the ocean. At most of the ports ships are unable to tie up: they anchor offshore and loading and unloading is by lighter.

Down the whole length of the land, between the towering Andes and the coastal range, there runs a valley depression, though it is not well defined in the north. North of Santiago transverse ranges join the two massifs and impede transport, but for 550 miles south of the capital the great longitudinal valley stretches as far as Puerto Montt. South of Puerto Montt the sea has broken through the

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coastal range and drowned the valley, and there is a bewildering farrago of islands, archipelagos and channels.

From north to south the country falls into several sharply contrasted zones :—

1. The first 600 miles, from the Peruvian frontier to Copiapó, is a rainless hot desert of brown hills and plains devoid of vegetation. Here lie the nitrate deposits and there are large copper mines.

2. From Copiapó to Illapel (400 miles) is semi-desert ; there is a slight winter rainfall, but great tracts of land are without vegetation most of the year. Valley bottoms are here cultivated under irrigation. The only iron ore mined in Chile is in this region.

3. From Illapel to Concepción is Chile's heartland, where the vast majority of its people lives. It includes the country's three greatest cities. Here there is abundant rainfall in the winter, but the summers are perfectly dry. The valleys are very fertile and intensively cultivated ; great farms and vineyards cover the country, which is exceptionally beautiful.

4. The fourth zone—Forest Chile—between Concepción and Puerto Montt, is a country of huge lakes and many rivers, with heavy rainfall during several months of the year. Cleared and cultivated land alternates with mountains or primeval forests. Here is the tourist's, and fisherman's playground.

5. The fifth zone, from Puerto Montt to Cape Horn, stretches for 1,000 miles. This is archipelagic Chile, an almost unpopulated region of wild forests and mountains, glaciers, fjords, islands and channels. Rainfall is torrential, and the climate cold and stormy. There is no rail connection south of Puerto Montt. A traveller to the south takes the steamer at Puerto Montt, steams for 150 miles between the fertile island of Chiloé and the mainland, and then enters a maze of channels and islands extending for 700 miles, similar to the fjords of Norway. Chilean Patagonia is in the extreme south of this zone.

A subdivision of the fifth zone is Atlantic Chile—that part of Chile which lies along the Magellan Strait to the east of the Andes. This is in the rain shadow of the Andes and gets little rain. There is a cluster of population here, raising sheep, mining coal and running the only oil wells in Chile.

Later in this chapter each of these regions will be dealt with in greater detail, the occupations of its people discussed, and its ports and cities described.

The History of Chile : There is much in modern Chile—including its people—which cannot be understood save in relation to its early history. Native Indians had occupied the country for a very long time before the coming of the Spaniards, but probably not in great numbers. A century before the Spanish conquest the Incas moved south into Chile from Peru, moving across the desert from oasis to oasis at the foot of the Andes. They reached the heartland and conquered it, but were unable to push into the forest land south of the Río Maule : there the fierce Araucanians (or Mapuches as they are called in their own land) were able to hold them. In 1530 Pizarro and Almagro began the occupation of Peru. Five years later Almagro, at the head of a hundred Spaniards and some thousands of

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Indians, took the Inca road south across the Chilean desert. Many of the Indians perished, but the heartland was reached ; bitterly disappointed at not finding gold they returned to Peru. The next conquistador to take the same road was Pedro de Valdivia ; he reached the heartland in 1541 and founded Santiago on February 12. This time the Spaniards had come to stay. Reinforced by fresh colonists from Peru and Spain, Valdivia widened his conquest and even pushed south into Araucania land, but was only able to hold the settlement to which he had given his own name. The Araucanians fought desperately—they soon mastered the use of the horse—and in 1554 they captured Valdivia himself and tortured him to death. Nearly a century later the Araucanians entered into a treaty with the Chileans whereby they were to retain the lands south of the Bío-Bío. The war, however, continued unchecked, and it was not until 1877 that the Mapuches allowed immigrants to settle in their lands.

Two important things happened during the conquest : first, the land was divided in enormous estates amongst the officers ; and second, the Spanish settlers and soldiers cohabited freely with the Araucanian women they captured. The heartland is still subdivided into huge estates, and the cohabitation produced in a remarkably short time a singularly homogenous population of mestizos.

The Colonial period was greatly troubled by constant wars against the Araucanians and by internal dissentions, particularly between the landowners and the priests, who strongly objected to a system of Indian slavery—the Indian slaves were constantly in revolt. Gradually, during the 17th century, they were freed ; slavery was replaced by a semi-feudal bondage which slowly evolved into the inquilino system. Until quite recently the inquilino, or land worker, who left his wretched home and poorly paid job to seek another found all other estancias closed to him. He is now, however, well protected by a social security scheme and in 1953 his remuneration was increased to a living wage.

There were, too, natural disasters in the form of earthquakes and tidal waves which wiped out the cities again and again. And from the end of the 16th century British and French pirates infested the coasts. It was to prevent the British from passing through the Strait of Magellan that a colony was planted at Punta Arenas. From the first, Chile formed part of the Vice-Royalty of Peru ; it was controlled from Lima, and trade was allowed only with Peru. This led to uncontrolled smuggling—piracy and smuggling go together—and by 1715 there were 40 French vessels trading illegally along the coast. It was not till 1778 that trading was allowed between Chile and Spain, but by that time colonial loyalty had been considerably weakened. The powerful Chilean aristocracy was no longer content to remain in tutelage to Lima or to Spain. In 1810 General Bernardo O'Higgins—son of an Irish Viceroy of Peru, Ambrosio O'Higgins, and a Chilean mother—proclaimed independence : he had been a General in the Spanish forces. There were seven years of bitter war against the occupying troops of Spain—Lord Cochrane was in charge of the insurrectionist navy—but in 1817 General José de San Martín crossed the Andes with an army from Argentina and helped to gain

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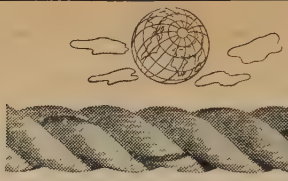
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a decisive victory. O'Higgins became the first President : under him the first constitution of 1818 was drafted : a singularly democratic constitution which set the tone for the famous one of 1833. But there was one thing which was dangerous to touch in Chile : the big estate, and O'Higgin's attempt to distribute the land led to his downfall in 1823. For almost a century the country was ruled by a small oligarchy of landowners. It was during this period, from 1879 to 1884, that the War of the Pacific was fought against Peru and Bolivia. All three contestants were claiming the new nitrate wealth of the desert in the north. Chile emerged victorious—it even occupied Lima—and for 40 years thereafter it drew great wealth from the nitrate fields. One unsuspected result of this was that the Chilean inquilinos, after a taste of liberty, were unwilling to return to the bondage of the big estates ; the ex-service men migrated to the cities, or pushed south into the new lands beyond the Bío-Bío recently opened by consent of the Araucanians. The free labourer had made his appearance.

The rule of the Right was overthrown by the liberal regime of President Alessandri in 1920, and again in 1932, but he was prevented from carrying out his programme. A later president, Aguirre Cerda (1938-1941), was the first to come from the ranks of the poor. With his passion for education, health and agrarian reform he was able to achieve something, particularly the foundation of the Chilean Development Corporation to organise the republic's economic development. But the outcome of the struggle between left, centre and right for power is as yet in the balance.

The Chilean People : There is less racial diversity in Chile than in most Latin American countries. There are some 100,000 pure blooded indigenous Indians, and another 200,000 of closely allied stock ; 95 per cent. of them live in the forest land between the Bío-Bío and the Tolten rivers. The rest of the population is mestizo : a virile and energetic compound of bloods. Social barriers, as elsewhere, cut across the community, but aristocrat and inquilino are of the same stock, and that stock little modified by immigration, as in Argentina and Brazil. Immigrants did arrive in the pioneer regions being developed during the 19th and 20th centuries, but always in comparatively small numbers. The German, French, Italian and Swiss immigrants came mostly between 1846 and 1864 as peasants and small farmers in the forest zone south of the Bío-Bío. Between 1880 and 1900 gold seeking Yugoslavs settled in Atlantic Chile in the far south, and the British took up sheep rearing and commerce in the same region. The influence throughout Chile of the immigrants is out of proportion to their numbers : their signature on the land is most marked in the German colonisation of Valdivia, Puerto Montt, Puerto Varas and Osorno.

The total population of Chile in 1955 was 6,855,399. (Apart from the 300,000 or so who speak Araucanian but are bi-lingual, the people speak Spanish, but with marked regional variations). The population has more than doubled since 1900. In the desert north, a third of Chile, there are only 424,897 people, or 6½ per cent. Middle Chile (from Copiapó to Concepción), 18 per cent. of the country's area, contains 65 per cent. of the total population. Three



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of its provinces—Valparaiso, Santiago and O'Higgins, 4 per cent. of Chile—contain no less than 45 per cent. of the population. The forest zone immediately south of this area has a density of 20 to the square mile, but is still well below the density of Middle Chile (72 to the square mile). The Archipelago is sparsely populated : it contains only 116,000 people, and 90 per cent. of these live in the island of Chiloé—a density for the whole area of 1 person per square mile. Atlantic Chile, 7 per cent. of the country, has 1 per cent. of the population. Apart from Bolivia, Chile has the lowest annual increase of population—1.84 per cent.—in all South America.

There are few countries in the world with a higher birth-rate : it was 34.6 per thousand in 1953. The birth rate is highest in the cities, particularly of the forest zone. Illegitimacy is a feature of the high birth rate, but it has fallen from 39 per cent. in 1917 to about 20 per cent. today. Chile's death rate—12.4 per thousand—is exceeded only in Egypt. The highest death rates are shown by the cities. Infant mortality, always notoriously high, is still 112 per thousand live births ; it is highest in the rural areas.

The natural increase in the population was taken up in the past partly by migration to those areas which were being developed and partly by migration to the cities. To-day, there is in process an intense urbanization of the populace. Between 1930 and 1950, Santiago increased its population by 80 per cent., Viña del Mar by 64 per cent., and Osorno by 98 per cent. The cities are expanding because internal industries are expanding. Some 60.2 per cent. now live in the towns.

High birth rates and death rates are usually, to-day, an aspect of poverty. No less than half Chile's population is suffering from malnutrition. A grim estimate by the International Labour Office is that 11.9 per cent. suffer from malnutrition, 27.3 per cent. from serious malnutrition, and 11 per cent. from desperate malnutrition. This is not entirely a phenomenon of the cities : it is rampant also in the heart of the richest countryside in Chile.

Agriculture employs by far the greatest number of workers : 28 per cent. of the whole. Industry employs 24 per cent., commerce 12 per cent., construction 5 per cent., and mining—the most important activity so far as the country's economy is concerned—only 4 per cent.

Economic Problems : Most of Chile's foreign exchange is received from the exports of copper and nitrate ; copper is by far the more important. Since there are large foreign investments in both, between one-quarter and one-half the proceeds from their sales must be deducted before arriving at a correct estimate of Chilean receipts from these industries.

Chile's most pressing economic problem is how to grow enough food for herself. Agricultural production has increased, but has not kept pace with the growth in population : to-day there are comparatively large annual imports of wheat and cattle to make up the deficits ; imports too of the many products which Chile herself is unable to grow : sugar, cotton, rubber, bananas, cacao, tea, coffee, yerba mate and jute. Her failure to provide her own food is partly due to soil erosion and the falling yield per hectare of the grains, but

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it must be looked for in the main in the use Chile makes of the rich lands she has at her disposal from Copiapó to Concepción, and in the forest zone from Concepción to Puerto Montt. The primitive and inefficient use she makes of her land is mainly due to a distribution of that land which dates from the conquest. The Spanish crown rewarded the officers of her conquering army with large gifts of encomiendas : these were grants of the right to collect taxes from the Indians within them, but these grants were soon changed into actual proprietorship of the land itself. The hacienda system is still the system of ownership in the heartland, but less so in Forest Chile. The Republic, which is otherwise excellently documented, is chary of issuing statistics on land ownership, but the 1955 census disclosed that four-fifths of all Chilean farms are nowadays worked by their owners. Some 111,400 farms are under 200 hectares each (494 acres) ; 10,300 are from 200 to a thousand hectares ; 2,000 from a 1,000 to 5,000 hectares, and 700 are of more than 5,000 hectares each (12,350 acres). One hacienda, near Santiago, is believed to be 160,000 hectares, or 618 square miles.

Middle Chile is a beautiful and peaceful land. Great rows of eucalyptus and Lombardy poplar trees and weeping willows criss-cross the landscape. The roads, mile after mile, are lined by high mud walls ; alongside them flow the irrigation canals. There is an occasional " quinta " or " chacra," a small fruit or vegetable farm. And amongst groves of eucalyptus trees and set in beautiful gardens lie the great rambling hacienda houses of the " fundos," the mediaeval estate, with a huge agglomeration at the back of store-rooms, granaries, wine bodegas, stables, dairies and workshops. At some distance is a single street of " rucas," or huts of the workmen. The inquilino, or land worker is not a peon, but he is by tradition closely bound to his *patron.* He now receives a living wage, and is free to move, but custom holds him to the estate. His house is a mud house, with a mud floor, thatched and poorly furnished ; it is without sanitation, without heating ; cooking is usually done outside, in all weathers ; water is not laid on : it is taken from the irrigation canal. Some two acres are given him for his own use : on it he grows fruit and keeps a horse or cow and a pig or two and a few chickens, and he is generally given a little land elsewhere on which to grow grain.

The small independent farms are mostly in the coastal range and along the foothills of the Andes, generally on poor land which lifts the owner little above the standard of life lived by the inquilino. In only one place, Los Andes, is excellent land sub-divided into modest properties. The number of small farms is, however, growing slowly, but until the hacienda system is broken, or the hacienda owner takes to modern techniques of farming, there is little likelihood that the Chilean people will be able to feed themselves.

Most of the cropland in the area is irrigated, for the summer is perfectly dry, and most of the irrigation is maintained at the expense of the hacienda owners. Irrigation is simple : the melting snows keep the rivers flowing in summer, and water distribution is cheap, for the land slopes gently from east to west. But only one-tenth of the area is cultivated, for the land is mostly used for pasture or for feed crops such as alfalfa, clover, oats and vetch for the small herds

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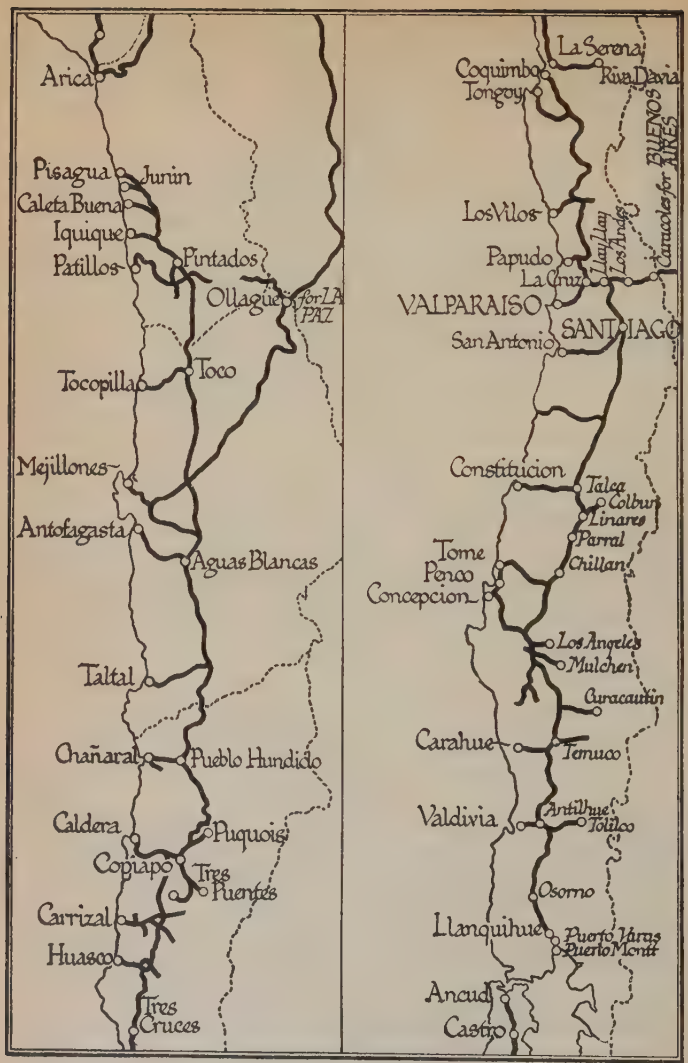
of cattle and horses. Wheat is the largest grain crop, and the yield per acre is high. Maize is the staple food of the peasants, along with the potatoes and vegetables they raise on their plots. There is some barley, especially near the towns, where it is used for brewing. Most haciendas have irrigated orchards and vineyards, but there are unirrigated vineyards near Concepción, on the slopes of the coastal range. The land is not intensively used.

Communications : The difficulties of archipelago, forest and desert make communication a formidable problem. It would be much more serious if 90 per cent. of the Chilean population did not live in the compact central rectangle between La Serena and Puerto Montt. Its main means of communication is the sea. There have been regular sea services from Europe since 1840 : the opening of the Panamá Canal made these services less arduous. The two main international steamship lines are those of the Pacific Steam Navigation Company and the Grace Line. Chilean coastal shipping (in the main the vessels of the Cía Sud Americana de Vapores) exceeds international shipping both in tonnage and number of vessels. The three southern provinces can only be reached by sea or air, for there are no roads or railways to them. Only a short distance along one river—the estuary of the Valdivia—is navigable.

Railways : Chile claims—as does Peru—the first railway in South America (1851) ; she was certainly the first country to electrify a section of her railways : that between Santiago and Valparaiso. There are 5,434 miles of line, of which 3,859 are state owned. Most of the privately owned 1,575 miles of line are in the desert north, where the northern terminal is Pisagua. There are three different gauges in the 1,500 miles of railway from Pisagua to Puerto Montt, the southern terminal. From this trunk line branches run westwards to the ports and seaside resorts, or eastwards to towns and spas. From Calera northwards the gauge is 1 metre ; on the Valparaiso—Santiago and Southern lines it is 5 ft. 6 ins. The accompanying map will make clear where the railways run.

Five international railways link Chile with its neighbours. There is a " local line " between Arica and Tacna, linking Chile with Peru. There are two railways to Bolivia : a State line between Arica and La Paz (278 miles), and a British-owned line from Antofagasta through the Calama oasis to La Paz (722 miles). Nearly all Bolivian imports and exports are carried by these lines. Between Chile and Argentina there are two lines : the recently opened railway from Antofagasta to Salta, in the Argentine north-west, and the Trans-andine Railway linking Santiago and Valparaiso through Llay-Llay, Los Andes, and Mendoza with Buenos Aires. Very little freight is carried on this line, but it is an important link for passengers. Two or three other links with Argentina are projected in the south, where the passes are low : the most important is the plan to link Cura Cautin with Bahía Blanca *via* Zapala, but roads are so much easier to make that most of these railways are hardly likely to be completed.

Roads are now being built in preference to railways. About four-fifths of the 48,000 miles of road can be used the year round, though 68 per cent. of them are unimproved and only about 800



CHILE RAILWAY MAP.

miles are first class. The region round the capital and the Central Valley are the best served, but most of the towns, even in the desert zone, have a good network of highways.

The Pan-American Highway runs from Arica to Calera ; from Calera one branch goes to Los Andes and over the Upsallata Pass to Mendoza, in Argentina, and another to Santiago. Another main international road in the Lake District goes from Osorno or Puerto Varas across the Pérez Rosales pass to Argentina.

Air Services : For the national and international air services, see Information for Visitors, at the end of this chapter.

Constitution and Government : The present Constitution (1925) guarantees equality before the law to all, freedom of expression and association, liberty of movement, the inviolability of property within social needs, and full religious freedom. The franchise is granted to all literate Chileans over 21, and voting is secret. Church and State are separate. The press is free.

The parliamentary system is bi-cameral : a Chamber of Deputies (one deputy for each 30,000 inhabitants), is re-elected every four years, and a Senate of 45 is elected for eight years, but half its membership is renewed every four years.

The President, who must be over 30, is elected by direct vote for a six-year period, and cannot be re-elected for the following term. He has wide powers : taxation proposals are his province, and he can (like the two houses) initiate legislation, but a two-thirds majority of both houses can over-ride his proposals.

Executive and judiciary are quite separate ; the latter is non-political.

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Social Insurance : The Chilean national system of compulsory social insurance covers practically the entire working population, and is administered by a number of governmental agencies under the general supervision of the Ministry of Health, Social Insurance, and Social Assistance. Sickness, invalidism, old-age, and maternity insurance is compulsory for all manual workers, the programme being financed from payroll contributions by employers, workers, and the Government, payable to the Workers Obligatory Insurance Fund (Caja de Seguro Obrero Obligatorio). Compulsory social insurance for salaried employees differs from that for manual workers and is administered under different laws. In addition to sickness, invalidism, and old-age insurance, salaried employees are entitled to other benefits, including unemployment insurance and family allowances. These benefits are financed by payroll contributions paid by employers and employees. The Social Insurance Fund for Private Employees (Caja de Prevision de Empleados Particulares) administers the programme for employees of commercial, industrial, agricultural and mining companies. Other salaried employees are

covered by other specialized social insurance funds.

State Socialism : Besides the social benefits given, the *cajas* act as mortgage and commercial banks for its members : there is a capital investment in house building alone of over 2,500 million pesos. In addition, there is a large Government housing scheme : the first effort to deal with a monstrous problem, for it is computed that 86 per cent. of the working class families live in one room only.

Most of the railways are owned by the State, which also runs a fleet of passenger and cargo vessels and most of the ports. The internal national air line, the post office, and most of the telegraph system are government undertakings. The nitrate and iodine industries are under government control. The State Corporación de Fomento de la Producción was formed in 1939 to develop production and raise living standards. To-day it dominates the national industry, particularly in the exploitation of petroleum, the national steel works, cement, and the national electricity undertakings, which are 90 per cent. government controlled. Government investment in the Fomento is now over 2,000 million pesos, and it has been able to borrow liberally from the Export-Import Bank of Washington.

THE FIVE ZONES : THEIR CITIES AND PORTS.

The Desert North.

Provinces.	1940 census.	1952 census.	1955 census.
Tarapacá	104,097	102,789	118,770
Antofagasta	145,147	184,779	213,559
Atacama	84,312	80,184	92,568
	333,556	367,752	424,897

The 600 miles between Arica and Copiapó are desert, without vegetation, with little or no rain. Only one river, the Loa, crosses this desert from the Andes to the sea. The inhospitable shore is a pink cliff face rising to a height of from 2,000 to 3,000 feet. At the bottom of the cliff are sea-eroded terraces, and on these precarious platforms are built the towns, some of them of considerable size. Ships do not tie up, except at Iquique and Antofagasta : they anchor off shore, and the uneasy Pacific often makes it difficult to load and unload them. The railways into the interior zig-zag up the steep escarpments. Beyond the coastal range are a series of old lake floors, some 50 miles wide and at an elevation of 2,000 feet. Alluvial fans spread out from the mouths of the Andean valleys into these basins. Sometimes, as at Calama, there is an oasis in these valleys as they emerge from the Andes. The nitrate fields exploited in this area lie in the depression between Pisagua and Taltal. Copper, too, is mined in the Cordillera. There are two large mines, one at Chuquicamata, near Calama, and another at Potrerillos, inland from Chañaral.

Life in the area is artificial : it subsists on outside help. Water has to be piped for hundreds of miles to the cities and the nitrate fields from the Cordillera ; all food and even all building materials have to be brought in from elsewhere. Only the small populations of the oases are self-supporting.

There is some difference of climate between the coast and the

interior. The coast is humid and cloudy ; in the interior the skies are clear. The temperatures at the coast are fairly uniform ; in the interior there is often a great difference in the temperature between day and night ; the winter nights are often very cold.

In the most southern of the Peruvian oases is Tacna ; 12 miles from the border, in Chile, lies its twin,

Arica, with a population of 30,000. This is the most northerly of the Chilean ports. The town is built at the foot of the Morro headland and is fringed by sand dunes. The Andes can be clearly seen from the anchorage. The Morro, now thrown open to the public, was the scene of a great victory by Chile over Peru in 1879.

There is no rain, winter or summer. The average winter temperature is 14.9°C., and the average summer temperature 21.8°C. It is frequented for sea-bathing by Bolivian society ; there is an attractive sand golf course, and an unattractive church in iron built by Eiffel. A short railway (39 miles) connects the town with Tacna, and another (285 miles) with La Paz, the capital of Bolivia. It is this railway, over which flows about half the imports and exports of Bolivia, that makes the town important.

The Pan-American Highway runs south from Arica through the main towns of Desert-Chile to the Aconcagua Valley, when one branch runs south-west to Santiago and another east over the Upsallata Pass to Mendoza.

A Free Zone has been created in the department of Arica. Vessels, aircraft, other means of transport and merchandise may enter the ports of Chacalluta and Arica without payment of Customs duties and other charges. Vessels, etc., and merchandise leaving the free zone are exempt from export charges. New industries and new building in the free zone are granted relief from taxation for a period of 15 years.

Goods passing from the free zone into the rest of Chile remain subject to the usual duties and charges.

Landing : Shore boat and launches.

Shipping : All P.S.N.C. vessels call southbound ; Grace Line, fortnightly to Valparaiso ; C.S.A.V., weekly, north and south ; Italia, monthly.

Hotels : Grand ; España.

Rail : To La Paz by Arica-La Paz Railway. By steam train every Tuesday at 5 a.m., 1st Class fare $2.630. 2nd Class $1.555. There are no sleeping cars available. By Diesel auto-car every Monday and Friday at 8 a.m. fare $4.800.

To Tacna, by Tacna-Arica Railway, twice daily at 9.30 a.m. and 4.00 p.m. Fares : first class, $135 ; second class $75.

Motor-cars can also be hired for Tacna for $3,000 and take about an hour for the trip ; the return fare must be settled with the driver. The bus service, four times daily, costs $300, one way, and takes about two hours.

Cables : All America Cables & Radio, Inc., Calle 21 de Mayo 175. West Coast of America Telegraph Co., Ltd. (British), Calle Arturo Prat 350.

Excursions can be made to the old town of Tacna, in Peru, by road or railway ; to the fruitful Azapa valley ; to the cotton plantations in the Lluta valley ; and to the wild desert and mountain scenery at the foot of the Andes.

A road (there is no railway) leads south to the next port : Iquique, the northern terminus of the Chilean railway system. It takes about eight hours by a nitrate line or bus (twice a week) to reach

Iquique, the capital of Tarapacá Province. Iquique, one of the main northern ports, is 108 miles by sea south of Arica. It exports nitrates and iodine. It was founded in the 16th century on a rocky peninsula sheltered by the headlands of Punta Gruesa and Cavancha. The harbour is well protected and steamers tie up to load at modern docks. A network of good roads and railways runs to the nitrate fields, which are 3,000 feet above sea level. One road runs south-

east (50 miles) to the fertile oasis of Pica (9,000 feet), which pipes its water to the port; another runs north-east to the hot mineral springs at Termas de Mamina, where there is good accommodation for tourists. Mamina is on the Andean slopes, some 60 miles from Iquique.

There is at Iquique an excellent beach for bathing between November and March. Fish are plentiful and deep sea fishing is a popular sport: one of the main local industries is fish canning. The town was partly destroyed by earthquake in 1875, but has since grown into a fairly prosperous port of 48,000 inhabitants. Trains for Santiago twice a week. Local air-service to Antofagasta.

Hotels: Hotel de Turismo Prat; Inglés; Phoenix; España Savoy.
Restaurants: Club Aereo; La Bolsa; Casa Blanca.
Railway: For Santiago, a train leaves on Thursdays, at 3.00 p.m., for Calera to change for Santiago; this train is for 1st, 2nd, and 3rd class passengers. There is a train also on Monday for 3rd class passengers only.
Landing: Shore boat and launches. Port works are in operation.
Shipping: P.S.N.C., outward and homeward; and coasting steamers.
Conveyances: Coaches and motor-cars. Auto service to the nitrate oficinas.
Cables: West Coast of America Telegraph Co., Ltd. (British), Electra House, Calle San Martin. 300, Esq. Luis Uribe. All America Cables & Radio, Inc., Calle Bolivar Esq. Luis Uribe.
British Vice-Consulate: San Martin 113.

About 120 miles south of Iquique, and reached from Miraje junction on the north-south longitudinal railway line, is

Tocopilla, in Antofagasta Province. Besides nitrate and iodine from two famous nitrate fields—Maria Elena (47 miles), and Pedro de Valdivia (66 miles)—it exports copper ores from the mines in the district. The electric plant which generates power for the Chuquicamata copper mine, 93 miles to the east, is in the town. There are good roads to all these places, as well as to Antofagasta and Iquique. There is a sporting 18-hole golf course. The town is famous for its deep sea fishing.

Hotels: Chile; Español; Gran Hotel América.
Rail: Passenger train to María Elena every day except Sunday, connecting with the Longitudinal Railway in Miraje Station for Antofagasta, Bolivia, Valparaiso, Santiago and Iquique.
Shipping: Regular calls by P.S.N.C. and by coasting steamers.
Cables: All America Cables & Radio, Inc., Calle Serrano 1180.
British Vice-Consulate: Edificio Cía Salitrera Anglo Lautaro, Calle Prat (Casilla 2098).
Norwegian Vice-Consulate: Calle Serrano.

From the junction Baquedano on the north-south line a branch runs south-west to the port of

Antofagasta, some 222 sea-miles south of Iquique and 576 north of Valparaiso. It is the capital of Antofagasta Province, and its population of 100,000 makes it the largest town in northern Chile. Vessels anchor in the bay and alongside the Fiscal Mole. The anchorage is sheltered by a massive breakwater. It exports the nitrates of the area and the copper of Chuquicamata. A railway runs north-eastwards through the oasis of Calama and over the Andes to Uyuni, from which there are connections by rail to La Paz in the north and Buenos Aires in the south; along this railway about half the Bolivian exports and imports are carried. In 1948 a line was opened eastwards over the Andes to Salta, in north-western Argentina.

The urban streets are asphalted ; there are good parks and public gardens, but no memorable buildings. The quite delightful climate (apart from the lack of rain) never varies more than a few degrees (18° to 20°C.), but the best time for a visit is from May to September.

Industries : Beer, mineral drinks, cannery, soap, paint, ice, cardboard, nails, oxygen, toys, furniture, paving tiles, ready-made clothing, vermicelli, haberdashery, shoemaking. woollen goods, bedding, tubing, printing, and parquet flooring. There are several important foundries, refining plants and a large frigorifico.

Antofagasta Hotels : Antofagasta, Prat Pasaje Rhin ; Plaza, Prat 456 ; Splendid, Baquedano 531 ; Español. Baquedano 555 ; Residencial O'Higgins, Carrera 1715 ; Residencial Ramirez, Baquedano 471.

Restaurants : " Climent " Bar-Restaurant, Prat 526 ; " Helénico," Sucre 456 ; " Stanka," Sucre/Matta ; " Protectora de Empleados," San Martin 2544 ; Air Port Station Restaurant.

The " al fresco " luncheons at the Auto Club are fashionable both in summer and winter seasons. There are bathing facilities.

Tea Rooms : " La Coquimbana," Latorre 2454 ; " La Serenense," Matta 2383 ; " Las Mil Delicias," Prat 677.

Theatres : Nacional ; Latorre ; and Imperio : all in the centre of the city.

Conveyances : Motor-buses and taxis.

Addresses : British Consulate, San Martin 2527 ; U.S.A. Consulate, Carrera 1445 ; Post Office and State Telegraph, Washington corner Prat ; P.S.N.C., Washington corner Sucre. All surrounding the principal park (Plaza Colon), except the U.S. Consulate.

Cables : West Coast of America Telegraph Co. (British), Washington 2541. All America Cables & Radio, Inc., Calle San Martin 2564.

Clubs : English Club, Club de la Union, Spanish Club, Jugoslav Club, Helenic Club, Nautic Club, all in (or close to) the main street (calle Prat) ; Club de Tennis Antofagasta, in Av. Angamos connected with Av. Brazil, and the Automobile Club, 4 miles from Antofagasta.

Roads : To Tocopilla, 120 miles ; to Mejillones, 40 miles ; to Pedro de Valdivia, 110 miles ; to Maria Elena, 122 miles ; to Taltal, 110 miles ; to Calama, 150 miles ; to Chuquicamata, 165 miles.

Shipping : P.S.N.C.—all outward bound vessels and frequent northbound calls.

Coasting Steamers : Five companies run services to Valparaiso, Iquique and Arica, and intermediate ports. Grace Line has frequent sailings south to San Antonio and north to New York.

Rail : Longitudinal railway to Valparaiso twice weekly, on Thursday, 7.35 a.m. and Friday, 7.20 a.m. ; trains take 2 days, 5 hours ; there are sleepers.

Antofagasta (Chile) and Bolivia railway to Oruro and La Paz : train departs Saturdays, 8.45 ; departs Uyuni Sunday, 3.00 ; departs Oruro 10.25 and arrives La Paz 17.00. A down train leaves La Paz on Monday, 14.40 ; leaves Oruro, 21.45 ; Uyuni 5.15 Tuesday and reaches Antofagasta 21.06.

Antofagasta—Buenos Aires : Train leaves Antofagasta on Thursday and runs *via* Socompa, Salta and Tucuman, reaching Buenos Aires on Mondays, (5 days), Sleeping and dining cars.

Antofagasta	Thursday Leaves 22.00 (Chilean time)
Socompa (Chilean Sector) ..	Friday Arrives 14.57 „ „
Socompa (Argentine Sector) ..	Friday Leaves 17.50 (Argentine time)
Salta	Saturday Arrives 18.35 „ „
Salta	Saturday Leaves 21.00 „ „
Tucumán	Sunday Arrives 6.20 „ „
Buenos Aires .. .. .. (Retiro)	Monday Arrives 13.00 „ „

Opposite Direction :—

Buenos Aires	Tuesday Leaves 17.00 (Argentine time)
Tucumán	Thursdays Leaves 0.15 „ „
Salta	Thursdays Arrives 10.35 „ „
Salta	Thursdays Leaves 11.05 „ „
Socompa (Argentine Sector) ..	Friday Arrives 14.55 „ „
Socompa (Chilean Sector) ..	Friday Leaves 16.50 (Chilean time)
Antofagasta	Saturday Arrives 6.40 „ „

Excursions : to nitrate oficinas, over good roads (87 miles) or by train. There are two favourite spots for picnics : near the town of

La Chimba, and the fantastic rock scenery at La Portada. The port of **Mejillones,** 40 miles to the north, can be reached by train or by road ; it has a good natural harbour protected from westerly gales by high hills. It exports tin and other metals from Bolivia. Population : 3,000.

Shipping : Most P.S.N.C. vessels call on southward and northward voyages. **Exporters and Importers :** Gibbs Williamson, Ltd.

The journey over the Antofagasta-Bolivia railway is described in the Bolivian chapter under "Information for Visitors." It gives a good view of the Atacama desert. Most of the important nitrate fields are near the desert township of Baquedano, a junction on the north-south line. Nearly 150 miles from Antofagasta is the oasis town of **Calama,** with a population of 7,000 and at an altitude of 7,430 feet. The Cía. Sud Americana de Explosivos supplies all Chilean and some Bolivian demand for high explosives from Calama. The Smithsonian Institute has a solar observatory here. At **Chuquicamata,** 13 miles away and at an altitude of over 10,000 feet is one of the world's largest copper mines ; it is run by the Chile Exploration Company. The whole process of mining, leaching, electrolysis, smelting and drawing into wire bars can be seen here. The town has a population of 10,000. (There is a guest house for visitors). Within 20 miles of Chuquicamata there is a series of small Indian towns and villages nestling in remote oases in the Andean massif. It is from the river of San Pedro (the Antofagasta-Bolivia line runs along it) that Antofagasta pipes its water.

Some 274 miles from Antofagasta, at 12,100 feet, on the dry floor of the Salar de Ollagüe near the Bolivian border, is **Ollagüe,** surrounded by a dozen volcanic peaks of over 17,000 feet. Population : 1,000. An 8-mile spur railroad runs to Collaguasi, which receives sulphur by an 8-mile aerial tram from the highest mine in the world : the Aucanquilcha, at 20,200 feet. There are some sulphur and copper mines along the spur line. The sulphur is taken to Ollagüe to be refined.

At this altitude nights are cold, the days warm and sunny. Minimum temperature at Ollagüe is minus 5° F., and at the mine, minus 35° F. There is only two inches of rain a year, and water is very scarce.

The main stock animals are llamas and alpacas, whose principal forage is the ichu bunch-grass covering the lower slopes. There is no timber. Taqui—dried llama dung—and tola heath are used for cooking-fires, but the main fuel is yareta, a resinous moss growing in pillow-like masses in rocky outcrops from 12,000 to 16,500 feet high. Its calorific value is 6,300 British Thermal Units per pound—half that of bituminous coal. It apparently is an Ice Age relic, growing very slowly if at all in the present climate, for wherever cut it fails to grow again. It is claimed, like mineral land, and mined with dynamite to break it into chunks for transport.

From Catalina on the north-south line the Taltal Railway goes west to the port of

Taltal, in the Province of Antofagasta, 110 miles south of that city, from which there is a good road. It is a nitrate centre with a population of 5,000. Railways run to the oficinas.

Hotels : Plaza ; Lucerna. Several boarding houses.

At Pueblo Hundido on the Longitudinal Railway a branch line runs west (40 miles) to the port of

Chañaral, 175 miles south of Antofagasta by sea or rail. Population : 4,000. It lies in a rich gold and copper mining centre. A short line runs from Chañaral to Caleta Barquito, south of the Bay ; this is the headquarters of the Andes Copper Mining Company, which runs the famous copper mine at Potrerillos, 96 miles east of

Chañaral. Potrerillos, is now nearly exhausted and another mine in this area, El Salvador, containing reserves of 200 million tons of 1.6 per cent. ore, is being opened up. LAN has an air-service north and south.

Hotels : Residencial Malina ; Camára de Comercio.
Rail : Connecting with Longitudinal Railway at Pueblo Hundido (40 miles).
Steamers : Weekly coastal service to Iquique and fortnightly to Valparaiso. Fortnightly service to New York and Valparaiso by Grace Line steamers ; also coasting steamers.

A 150 miles to the south by rail from Chañaral is the inland town of

Copiapó, in a ribbon of cultivation about 90 miles long on the river Copiapó, the first surface water to reach the sea south of the river Loa : this river is generally regarded as the southern limit of the Atacama desert. It is an important copper mining centre with a population of 21,000, and the capital of the province of Atacama. Copiapó is an attractive, well administered town, but it was damaged by earthquake in 1939. There is a monument to Juan Godoy, a pioneer of the mining industry. A branch line of 50 miles connects it with the port of **Caldera,** which has a pier of 250 yards. It is claimed that the first steam train to run in South America started from Caldera.

A road runs NE through the pass of San Francisco in the Andes to Tinogasta, in Argentina. South of the pass rises the Ojos del Salado mountain, whose height is given in the maps as 22,402 ft. In 1956 an expedition reported its height as 23,236 ft. higher that is, than Açoncagua, long held to be the highest peak in the Americas.

Copiapó Hotels : Ahumada ; Inglés.

Twenty miles on a railway to the south-east, at **Paipote,** is a smelter set up by the Chilean Development Corporation to refine the copper of small producers not under American control ; gold and silver are also refined.

Second Zone : From Copiapó to Illapel.

This second region, lying between the valleys of the Copiapó and the valley of the Aconcagua, contains the southern half of Atacama Province and the whole of Coquimbo Province (population : 302,928). It is about 400 miles long.

This is a transition zone between the northern desert and the fruitful heartland. South of Copiapó, the central valley is cut across by transverse spurs of mountain which link the Andes and the coastal cordillera. Between these spurs several rivers flow westwards : the Copiapó, Huasco, de los Choros, Elqui, Limarí, Choapa, and Aconcagua. Southwards the desert gives way slowly to dry scrub and bush interspersed with sand dunes. Winter rainfall (there is no rain in summer) is still small and lasts only a short time, but it increases from north to south : it is about 4½ inches at Copiapó and 20 inches at Illapel. In the river valleys, under irrigation, fruit and vines and barley are grown, and some alfalfa for cattle. There are many goats in the area.

The Andes are even higher here than in the desert area : Aconcagua, actually in Argentina, rises to 23,003 feet. The snowline is somewhat lower. At the latitude of Antofagasta it begins at 16,500 feet ; at

Aconcagua it is at 14,000.

These are the main towns and ports in the area :—

Vallenar, inland up the valley of the Huasco, is 108 miles by rail south of Copiapó ; it is the second city of Atacama Province, with a population of 7,000. Good wines are produced in the Huasco Valley, and in particular a sweet wine known as " Pajarete." A railway runs down the valley to the port of **Huasco** (*Hotel Miramar*). It exports mining products and has a population of 2,311. There are steamers fortnightly to Arica and Valparaiso and intermediate ports.

Vallenar Hotels : Bernabe ; Pardo.

La Serena, on the coast and 124 miles south of Vallenar, is the capital of Coquimbo Province. It has a population of 40,000. La Serena was founded in 1543, destroyed by Indians, rebuilt, and sacked by the English pirate Sharpe in 1680. The Chilean Declaration of Independence was made here on February 27th, 1818.

It is a charming old world town, built on a hillside and has many fine buildings and streets ; it is famous for its flowers, gardens and orchards. The historic cathedral is the seat of an archbishopric and there are many old convents. There are two good motor roads : one inland and one south along the coast to (9 miles) the port of Coquimbo ; the latter road is paved and forms part of the Pan-American Highway. Halfway along it is the popular beach of Peñuelas, with a casino and permanent Exhibition Grounds where mining, cattle and agricultural products are shown in February or March of each year and where Rodeos and " Ramadas a la Chilena " are held. The town of La Serena has recently been completely replanned and transformed in an attempt to make it a second Viña del Mar, and is now one of Chile's cleanest and most attractive towns.

Hotels : Hotel de Turismo ; (Francisco de Aguirre) ; Berlín ; Londres ; La Bahía.

Cables : West Coast of America Telegraph Co., Ltd. (British), Calle Balmaceda 405.

Trains : To Valparaiso : one first class train and two third class trains a week to Calera, where connection is made for Santiago and Valparaiso. Railway cars run twice a week to La Calera (Tuesday and Friday). Bus service daily to Calera and Santiago.

Airport : La Florida, overlooking the town 1½ miles from the centre. Daily services to the north and south.

The Bethlehem Chile Mines have now transferred their operations from El Tofo to the El Romeral mine near La Serena. Ore is loaded by conveyor at Guayacan, in the Bay of Coquimbo.

Excursion : La Serena is at the mouth of the Elqui river valley, where the Chilean Nobel Prize poet Gabriela Mistral was born. She described the valley as " confined yet lofty, many-sided yet simple, rustic yet a mining area." The road up the valley is narrow, rough and zig-zagging, but " its branches all lead to fertile nooks, to shady vegetation, to dense groves, to gardens fed by the very sap of the hills." Except for Vicuna, most of the tiny towns have but a single street. Of the *elquinos*, the people of the valley, she says that " even the most taciturn of them come out with witty and charming remarks." There are still a few descendants of the Diaguitas, a tribe that inhabited the valley at one time. The artistic creations of this Indian Tribe—mostly pottery—can be seen in the Archaelogical Museum at La Serena.

The inland motor road and railway to Rivadavia run up this valley, in which there are Pisco distilleries, peach and walnut farms and orange groves. **Vicuna**

(fifty miles ; *Hosteria Hotel*), capital of the valley, is on the way to Rivadavia. It stands at an altitude of 2,000 feet and has a population of 10,027. There are mines, vineyards and orchards in the district, which produces Pisco and dried fruits, especially huesillos and descarozados. The town is picturesque and within reach by car (100 miles) of Baños del Toro in the mountains. There are no facilities for visitors.

Beyond Rivadavia the road runs to the small towns of Paihuano and Pisco Elqui.

Coquimbo, 9 miles from La Serena and on the same bay is a port of considerable importance and with several industries. The city is built on the southern slopes of the high lands which encircle the sheltered bay of Coquimbo, the winter quarters of the Chilean Navy ; it has one of the best harbours on the coast, with a mole and pier. There are good beaches to the south near the port at Guayacan (La Herradura) and Totoralillo. Valparaiso (228 miles) can be reached by the Pan-American Highway, of which about half is paved. The road runs along the coast to south of Los Vilos, and then cuts inland to La Calera. Population : 30,000.

Hotels : Palace ; Inglés.
Cables : West Coast of America Telegraph Co. (British), Calle Aldunate, 805.
British Consulate : Aldunate 772.
Railway : As for La Serena.
Excursions : As for La Serena, to which there is a road (passing near the beach of Peñuelas) and a railway.

Not far from Coquimbo, south-east by road, is the little town of **Andacollo.** Here, on the 26th December, is held one of the most picturesque religious ceremonies in South America. The pilgrimage to the shrine of the miraculous Virgen del Rosario de Andacollo is the occasion for ritual dances dating from a pre-Spanish past. The church is a huge building. The town is now a centre for alluvial gold washing.

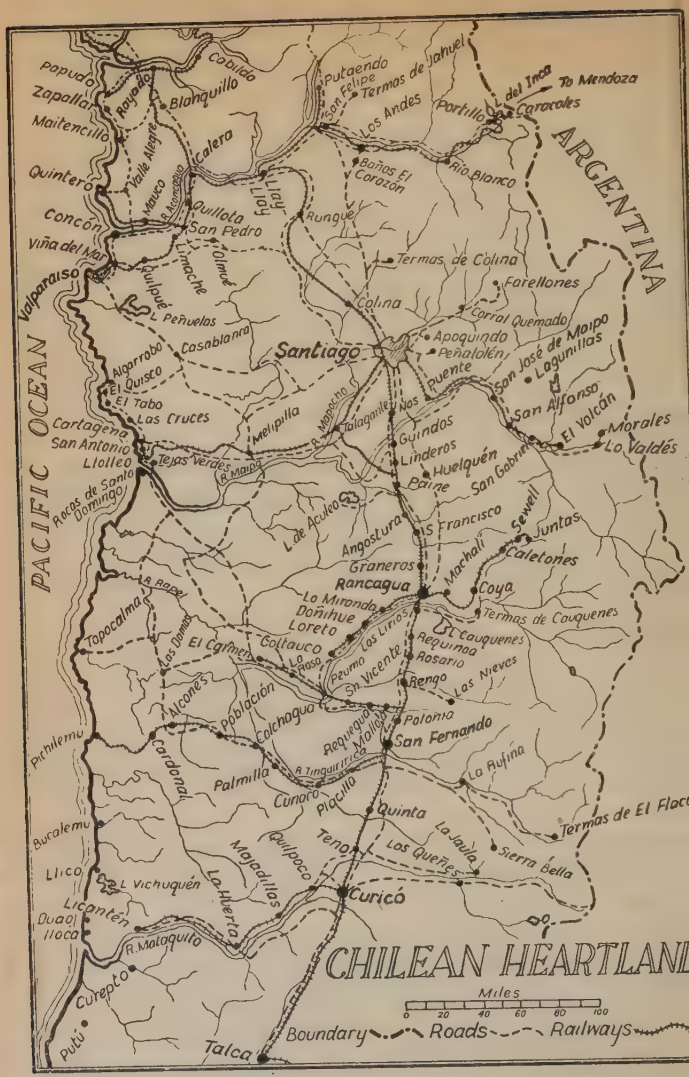
Ovalle, the largest town in Coquimbo Province is in the valley of the Limarí river, and about 30 miles inland from the sea. There is a railway service three times a week from Coquimbo. It is the centre of a fruit, wool growing, and mining district. Population : 32,650. The thermal springs of El Soco are 31 miles to the south-west, and 60 miles to the south by rail is the town of Combarbala, where there is a sanatorium for tuberculosis patients. A 50-mile road runs north-west to the small port of Tongoy.

Hotels : Hotel de Turismo ; Roxy ; Plaza.

About 103 miles south of Ovalle by rail is **Illapel,** in the basin of the river Choapa. Population : about 4,500. Fruit, grains and cattle are raised in the valley.

Hotels : Illapel ; Alameda.

South of Illapel the north-south line enters the province of Aconcagua ; it traverses the whole province to reach Calera, the junction for the Transandine railway running south-west to Valparaiso and eastwards to Llay-Llay (the junction for a line south to Valparaiso) and over the Andes to Mendoza and Buenos Aires. This transcontinental line follows (in the main) the fruitful valley of the Aconcagua river, the northern boundary of the heartland. This railway, and the towns served by it, will be described later as an excursion from Valparaiso.


PACIFIC OCEAN
ARGENTINA
CHILEAN HEARTLAND
Papudo
Zapallar
Maitencillo
Quintero
Concón
Viña del Mar
Valparaíso
Casablanca
Algarrobo
El Quisco
El Tabo
Cartagena
San Antonio
Llolleo
Las Cruces
Tejas Verdes
Rocas de Santo Domingo
Cabildo
Blanquillo
Valle Alegre
Calera
Quillota
San Pedro
Limache
Olmué
Peñuelas
Putaendo
San Felipe
Termas de Jahuel
Los Andes
Baños El Corazón
Río Blanco
Portillo
Caracoles
To Mendoza
Rungue
Termas de Colina
Colina
Farellones
Corral Quemado
Apoquindo
Peñalolén
Santiago
Puente
San José de Maipo
Lagunillas
San Alfonso
El Volcán
Morales
Lo Valdés
Talagante
Nos
Guindos
Linderos
Huelquén
Paine
San Gabriel
Melipilla
Lo Aguirre
Lo Arcaya
Lo Valdés
Angostura
S. Francisco
Sewell
Juntas
Machalí
Caletones
Graneros
Rancagua
Coya
Termas de Cauquenes
Lo Miranda
Doñihue
Loreto
Cauquenes
Requinoa
Rosario
Peumo
Los Lirios
Topocalma
El Carmen
Coltauco
La Paso
San Vicente
Rengo
Las Nieves
Los Domos
Los Viconés
Población
Colchagua
Requegua
Malloa
Palomia
San Fernando
Pichilemu
Cardonal
Palmilla
Tinguiririca
Cunaco
Placilla
Quinta
Lo Aguirre
Lo Rufino
Termas de El Flaco
Bucalemu
Llico
L. Vichuquén
Licantén
Duao
Iloca
Matanquito
Curepto
Putú
Talca
Majadillas
Quelpoco
Teno
Los Queñes
La Jaula
Sierra Bella
Curicó
Miles
0 20 40 60 80 100
Boundary
Roads
Railways

The Heartland.

(From the valley of the Aconcagua to the valley of the Bío-Bío).

Province.	1940 census.	1952 census.	1955 census.
Valparaiso	425,065	492,180	575,718
Santiago	1,268,505	1,748,708	2,027,797
O'Higgins	200,298	224,101	259,510
Colchagua	131,248	138,035	161,224
Curicó	81,185	89,195	103,336
Talca	157,141	174,390	200,697
Maule	70,497	71,617	83,403
Linares	134,968	146,725	168,996
Nuble	243,185	250,226	290,418
Concepción	308,241	409,919	475,552
Arauco	66,107	72,247	83,528
	3,086,440	3,817,343	4,430,179

Nearly 65 per cent. of the people of Chile live in the comparatively small heartland. The nucleus of the nation's social, political, economic and artistic life—the capital, Santiago—is here, and so is its greatest port : Valparaiso. The rural density of population in the area is exceptional for Latin America : it is as high as 448 people to the square mile near Santiago and is 125 to the square mile in the Central Valley running south from Santiago to Concepción.

From a third to a half the width of the area is taken up by the Andes, which are formidably high in the northern sector of the area : at the head of the river Aconcagua, the peak of Aconcagua, the highest mountain in the Western Hemisphere, rises to 23,003 feet. South of Talca, and to the west of the main range, there is a series of active volcanoes ; the region suffers from earthquakes. There is a mantle of snow on the mountains : at Aconcagua it begins at 14,000 feet ; at Curicó at 11,000 ; at Bío-Bío at 6,500. The lower slopes are covered with dense forests. Between the forest and the snowline there are alpine pastures which narrow towards the south and disappear altogether ; during the summer cattle are driven up to these pastures to graze.

The coastal range takes up another third of the width. It is lower here than in the northern desert, but the shoreline is still unbroken ; it is only at Valparaiso and at Talcahuano (the port for Concepción) that good harbourage is to be found. The rivers, fed by rains in the winter and by melting snows in the summer, cut this coastal range into great irregularly shaped blocks which are in startling contrast to the gentle slopes of the Central Valley. The coastal range is over 7,000 feet high in the north, but it falls gradually to about 2,000 feet near Concepción.

Between the coastal range and the Andes lies the Central Valley ; the streams cross it at right angles and cut their way to the sea through narrow canyons in the coastal range, but the Maule and the Bío-Bío have broad valleys along the whole of their courses. The valley of the Río Aconcagua is separated by a mountainous spur from the valley of the Mapocho, in which Santiago lies, but from Santiago to Concepción the Central Valley is continuous ; the land here is extremely fruitful ; it merges gradually into the stony foothills of the Andes.

There is rain during the winter in the heartland, but the summers are dry. The rain increases to the south. On the coast, at Viña del Mar it is 19″ a year ; at Talcahuano it is 46″, but is somewhat less inland. Temperatures, on the other hand, are higher inland than on the coast. There is frost now and then in the Central Valley, but no snow falls.

PORTS AND CITIES.

Valparaiso, the principal port of Chile, is also the greatest commercial centre on the west coast of South America. It is built on the shores of a sweeping bay and on a crescent of hills surrounding it. Seen from the ocean, the city presents a majestic panorama : a great circle of hills is backed by the snow-capped peaks of the distant Cordillera. The terraced slopes are covered far and wide with picturesque dwellings and, when night falls, myriads of lights shine out from hill and dale, from point to point of the far outstretching bay, which usually includes in its shipping many units of the Chilean Navy.

Valparaiso is 9,000 miles from England *via* the Panamá Canal and 11,000 by Magellan Strait. The population, including the suburbs, is 218,829.

The climate is kindly, for the summer heat is tempered by fresh breezes, and sunshine mitigates the unkindness of a short winter. (The mean annual temperature is 59°F., with 30° and 88° as the extremes). The city was founded in 1536. Not many antiquities have survived the long roll of pirates, tempests, fires and earthquakes, but a remnant of the old colonial town remains in the hollow known as " The Port," grouped round the low-built stucco church of La Matriz, hallowed by ten generations of worship. The last devastating earthquake was in 1906, and the palaces, villas, fortifications and churches all date from that time. Until recently, all buildings were low, as a precaution against earthquakes, but during the last few years, modern multi-storied blocks of offices and apartments have been constructed.

The main business quarter, with its roads and railways, stands on land reclaimed from the sea. A further large tract has been regained by the port works which, with their large well-equipped warehouses and powerful electric cranes, are protected by a sheltering mole. Mail and passenger vessels moor alongside for the landing of passengers, baggage and mails. This is a great advantage during winter months when the " norther " blows in from the sea.

" Ascensores," or funicular railways, lead to the upper town ; they compare with the cliff railways in various English seaside resorts. The winding roads up the hills to the upper town have been improved for motor traffic.

The Plaza Sotomayor is opposite the passenger landing pier. It has a fine statue to Arturo Prat ; the Palace of the Intendente (Government House) is across the way. Near the landing pier is the Port Railway Station (for Santiago or Buenos Aires) : the information services of the State Railways and the Empresa Maritima del Estado are here. Trolleys and buses start from the Plaza Sotomayor, and the streets of El Puerto (The Port) radiate north and south from it. To the north Calle Cochrane runs for seven blocks to the Plaza

Echaurren, on which stands the old church of La Matriz. A block beyond rises the bold hill of Cerro Artilleria, crowned by the huge Naval Academy and a park ; there are fine views from this hill. To the west of the Cerro the Avenida Playa Ancha runs to a Stadium, seating 20,000 people. From the western base of the hill the Avenida Altamirano runs by the sea to Las Torpederas, a picturesque bathing beach.

The narrow Calle Prat, the financial centre, runs south from Plaza Sotomayor. After three blocks it becomes Calle Esmeralda ; this is the main shopping centre, twisting along the foot of the Cerro Alegre ; further along, across Plaza Anibal Pinto, is Calle Condell, the Plaza Victoria, and the spacious Avenida Pedro Montt with its cafes and theatres and its little Parque Italia leading on to the large Plaza O'Higgins. The Avenidas Brazil and Errazuriz, with trees and many monuments, run parallel until near the Baron, from which Avenida España skirts the shore as far as Viña del Mar.

Leaving Plaza Sotomayor by the Calle Serrano and Plaza Echaurren, the Plaza Aduana is reached, where there is a public lift for the Paseo Veintiuno de Mayo, a terrace on Cerro Artilleria giving views of the bay and the hills.

Travellers between Valparaiso and Santiago (116 miles by rail or 91 by road) are well served by express trains with Pullman and dining cars. There is a good motor road to Santiago. A comfortable bus service, with armchair seats, taking about three hours, runs frequently in both directions throughout the year. There are two routes : one over the mountains, and the other by the Pan-American highway. The fare by bus is $510 each way. Tourists will get a good idea of the Chilean countryside by going and returning by the separate routes. Buses start from opposite the Valparaiso Port Station, and from Mapocho Station (Santiago).

Twenty per cent. of all Chilean industry is in the Province of Valparaiso. The local products include textiles, sugar, paints, varnishes, enamels, cottonseed oil, shoes, tanneries, chemicals, pharmaceuticals, cosmetics, and large foundries. The industrial district lies to the east of the city.

Valparaiso Hotels :—Prat, Calle Condell 1443 ; telegraphic address, Prat ; phone number, 7684 ; 130 beds ; Lebell, Av. Brasil, 'Phone 7562, 120 beds ; Lancaster (50 beds), Chacabuco 2362, 'Phone 7391 ; Paris, Calle Blanco 1067, 'Phone 4644, 100 beds ; Iberia Ave. Brasil 1709, 'Phone 2184, 70 beds ; Rolfs Serrano 520, 'Phone 4681 90 beds ; Herzog Blanco 395, 'Phone 4799, 45 beds.

Restaurants :—Monico, Calle Prat ; La Nave, Calle Serrano, next door to Intendencia ; Port Station Restaurant ; Samoa, Las Heras ; Castillo Fornoni, Av. Altamirano, on the sea front ; Café Vienes ; Café Ramis Clair ; Café Riquet.

Clubs :—British American, Espanol, Club Valparaiso, Club Naval (Valparaiso) ; Sporting Club (Vina del Mar).

Tourist Agents :—Wagons-Lits Cook, Calle Esmeralda 1028 ; Cía Expreso Villalonga, Calle Blanco 631 ; Exprinter, Calle Prat 895 (corner of Cochrane) ; Cía Chilena Viajes y Turismo, Ltd. (Civit), Calle Sotomayor 013 ; Turavion Shipping Express, Prat 7391 ; Gondrand Bros., Ltda., Calle Prat 725.

Addresses :—British Consulate-General, Calle Prat 872 ; U.S. Consulate, Calle Prat 814 ; Y.M.C.A., Calle Blanco 1117 ; Y.W.C.A., Calle Melgarejo 45 ; Bank of London and South America, Ltd., Calle Prat No. 882 ; Chilean-British Institute, Calle Blanco 725.

Cables :—West Coast of America Telegraph Co., Ltd. (British), Electra House, Calle Prat, 816-822.

All America Cables & Radio, Inc., Calle Esmeralda 919. Transradio Chilean, Esmeralda 932.

Rail :—Some of the principal services of trains are enumerated below ; subject to changes :—

To SANTIAGO by State Railway (3 hours, Pullman cars available), 3 daily expresses,

and 7 on certain days. First single, $850 pesos ; with De Luxe Pullman seat, $900 pesos.

The Longitudinal Railway is joined at CALERA Junction (55 miles), on the State Railway to Santiago. From this point are three trains a week to Coquimbo ; three trains a week to Antofagasta and one to Iquique.

Trains southward, to Concepción, Valdivia and Puerto Montt, are joined at Santiago.

To BUENOS AIRES by Transandine Railway : see Excursions from Valparaiso.

Motor Cars :—Cars can be hired by the hour or by the day.

Trolleys and Buses :—Trolley fares within city limits $10.00. An excellent service of buses is maintained. There is a good service between Valparaiso/Vina del Mar and Chorrillos, fare $15.00. No standing is allowed in these buses. Urban bus fares $7.00.

Steamship Services :—One of the great ports of the world, Valparaiso is in touch with all countries. The principal services include, unless suspended :—

Liverpool, regular mail services *via* Panamá Canal, Kingston, Havana, Nassau and Bermuda by P.S.N.C. vessels ; occasional services *via* the Straits of Magellan.

London, Liverpool, Glasgow, Swansea, Hull by P.S.N.C. cargo and passenger vessels ; frequent sailings *via* Canal and Straits.

New York, frequent passenger service by Grace Line and by C.S.A.V. (Cia. Sud-Americana de Vapores), and *via* Havana or Bermuda by P.S.N.C.

Los Angeles, San Francisco, Portland. By P.S.N.C. *via* Balboa.

Frequent local services by Chilean steamer to Guayaquil, Arica, Iquique, Corral, Punta Arenas, and monthly to River Plate and Brazil.

Other lines from Valparaiso are Cie. Generale Transatlantique to French and Continental ports, the Johnson Line and Knutsen Line to Scandinavian ports and the Italian Line to Mediterranean ports.

PLEASURE RESORTS NEAR VALPARAISO.

Laguna Verde, a couple of hours' walk over the hills to the west of Valparaiso, is a picturesque bay for picnics. There is a wayside restaurant.

Viña del Mar is the residential suburb most favoured by well-to-do Chilean and foreign residents. It is 5½ miles from the port by electric train or motor-bus. The journey takes 15 minutes by direct train, and is a most agreeable one. Both road and railway follow the shore. Halfway, on a promontory of the hill of Los Placeres, there is a remarkable University of Engineering munificently endowed by the Chilean philanthropist, Federico Santa Maria. On the left is the beach of El Recreo.

Viña del Mar is less exposed than Valparaiso to wind and storm, and has a peculiarly fragrant and stimulating atmosphere. Its population is 85,281. The social season is at its height in the summer (Dec. to Feb.), when large numbers of wealthy visitors arrive from Santiago and Argentina. Luxurious villas, a magnificent club-house and grounds, a modern casino, a race-course, fine hotels and promenades and a swimming pool of great size give Viña del Mar a place in the forefront of South American social resorts. Golf is played upon the introduction of a member at the Granadilla Golf Club (Viña del Mar). El Recreo and Caleta Abarca, distant about a quarter of an hour's ride, are favourite resorts for bathing and amusements. The latter has a magnificent hotel, the *Miramar*, with a private beach and swimming pool. It is one of the main attractions for visitors to Viña, and is approached by the famous promenade of Miramar.

There is a large sugar refinery in the town.

Vina del Mar Hotels :—O'Higgins, Plaza Vergara, 250 rooms each with bath and telephone ; Miramar, Caleta Abarca, 100 rooms ; Alcazar, Alvarez 646, 55 rooms ; Embassy, Plaza Vergara, 50 rooms ; France, Alvarez 746, 60 rooms ; Hispano, Plaza Parroquia, 26 rooms ; Victoria, Valparaiso 178, 30 rooms.

Restaurants :—The Miramar and O'Higgins hotels ; Chez Gerard ; Ciro's.

There is a very fine drive north of Viña del Mar along the coast through Las Salinas and Concón as far as Quintero. **Las Salinas,** a beach between two towering crags, is very popular. **Concón,** on the north-eastern point of Valparaiso Bay, is 10 miles further. It has some beautiful scenery; tennis, bathing, fishing, shooting and riding are its attractions. A national oil refinery has been built at Concón; a marine terminal has been constructed in Quinteros Bay to take tankers from Magallanes. It is connected with the refinery by a 10-mile pipeline.

Hotels :—Gran Hotel Concón; Asturia.

Another 10 miles to the north of Concón is the resort of **Quintero,** but it is longer by road, which runs along the south bank of the Aconcagua, turns north over a bridge across the river, and branches off at Valle Alegre to run due west to Quintero. Quintero is the naval aviation centre; there is a railway from Quintero which joins the Calera-Valparaiso line at San Pedro.

Quintero Hotels :—Pacifico; Casa de Piedra; El Refugio; Cortés; Quillota.

From Valle Alegre the road continues north to two fashionable resorts: **Zapallar** and **Papudo.** They can also be reached from Valparaiso (1) by train to Calera, then north to Rayado station and south-west to Papudo (5 hours); or (2) by road to Concón, up the Aconcagua valley to Calera, north to just beyond Blanquillo, and thence by a road running south-west and then north-west to Zapallar and Papudo (2 hours by car). The bathing at both resorts is excellent.

Hotels :—Gran Hotel (Zapallar); Papudo: Savoy; Papudo; Moderno.

Excursions from Valparaiso.

The **Juan Fernandez Islands** are some 400 miles west of Valparaiso. Fernandez discovered the group of three islands in 1574. One of them was the home of Alexander Selkirk, 1704-09, whose cave upon the beach of Más a Tierra island is shown to visitors. Defoe based his "Robinson Crusoe" upon his adventures. The main island has 333 inhabitants, living in log huts, and gaining their living by lobster fishing. It has a church, schools, post office, and wireless station. The little town of San Juan Bautista sends lobsters to the mainland. The climate is mild, the vegetation rich, and there is an abundance of wild goats.

The anvil-shaped peak, El Yunque, is a landmark, and it was upon this mount that Selkirk lit his signal fires. A tablet was set in the rock at Selkirk's look-out by British naval officers in 1858. It commemorates Selkirk's solitary stay on the island for 4 years and 4 months. The climb to this point is rewarded by a memorable view.

Santa Clara, an islet, is near the main island. The third of the group, Más Afuera, about 90 miles seaward, has peaks 5,000 feet high. Más Afuera has been used at times as a penal colony for political prisoners deported from the mainland.

To Buenos Aires across the Andes : The Transandine Journey has been described in the Argentine chapter. (See the general index under Transandine Journey). There are two trains a week in winter, and three a week in summer. In summer, trains leave Valparaiso and also Santiago every Monday and Friday at 7.45 a.m., the two trains

connecting at Llay-Llay and leaving at 9.35 a.m. The train arrives at Las Cuevas (Chilean border) at 14.50 and leaves at 16.15 (Argentine time) for Mendoza arriving at 23.10, leaves Mendoza at 00.50 and arrives at Buenos Aires at 19.00. There is a slow train on Wednesdays with the same itinerary as far as Mendoza ; it leaves at 07.40 and arrives in Buenos Aires at 23.30.

Most of the Chilean section of the Transandine Railway runs through the rich Aconcagua Valley, the so-called Vale of Chile. The line from Valparaiso runs through Viña del Mar, climbs out of the bay and goes through (10 miles) Quilpue, a mile from El Retiro, a popular inland resort with medicinal springs. It crosses a range of hills and reaches the Aconcagua Valley at **Limache** (25 miles from Valparaiso ; population 4,422). From Limache interesting drives with grand views can be made. One-day motor excursions from Valparaiso include visits to Olmue, Lo Chaparro, and Limache.

Hotels :—Hanza (swimming pool and tennis courts) ; London ; Villa Sol ; Scala de Milan.

San Pedro, the next station, is the junction for a branch line to Quintero, on the coast.

The line runs north-east to Quillota, an orchard centre, and to Calera (55 miles from Valparaiso), the junction with the north-south line. Beyond Calera the line swings south-east and east for Las Vegas, San Felipe, Los Andes and the pass over the mountains to Mendoza. Llay-Llay is the junction for the railway south to Santiago; it has to climb a spur of mountain, 2,600 feet high, in crossing from the basin of the Aconcagua to the basin of the Mapocho river in which the capital lies.

San Felipe, the capital of Aconcagua Province, is 80 miles from Valparaiso ; it is an agricultural and copper and gold mining centre with 15,476 inhabitants. The city is 2,087 feet above sea level and has an agreeable climate. A short metre gauge railway runs north from San Felipe to the old town of Putaendo ; there is a road south, 41 miles, to Santiago ; by rail, via Llay-Llay, it is 78 miles.

Hotel :—Europa.

Baños de Jahuel, or Balneario Jahuel, is high in the Cordillera (3,900 feet), 11 miles by road from San Felipe station. There are parks, golf links, and tennis courts at this resort. The hill scenery includes a distant view of Mount Aconcagua. The air is of mountain purity, and the waters are very good for drinking and bathing ; they are bottled and sold all over Chile. Good roads run through the glorious scenery in the neighbourhood.

Hotel :—Jahuel.

Ten miles south-east of San Felipe is **Los Andes,** in a wealthy agricultural and fruit farming and wine producing area of rich soils and small farms. It has a population of 19,162. There are monuments to José de San Martín and Bernardo O'Higgins in the Plaza de Armas, and a monument to the Clark brothers on Avenida Carlos Diaz ; these two engineers, Englishmen by extraction, built the Transandine railway. Los Andes is the Chilean terminus of the railway, and passengers from Argentina have to change here. It is 55 miles from Santiago by road.

Industry :—Bags and cordage.

Hotel :—Corazon.

Cables :—West Coast of America Telegraph Co., Ltd. (British), Calle Esmeralda, 56. All America Cables & Radio, Inc.

Los Andes is at an elevation of 2,400 feet. Just beyond the line passes into the Cordillera and begins its climb towards the tunnel through the Andes ; the tunnel is at an altitude of 13,082 feet. The railway winds along the Río Aconcagua for 21 miles until it reaches the tourist resort of **Río Blanco,** set at the confluence of the two rivers which go to form the Rio Aconcagua : the Blanco and the Juncal. There is excellent fishing and good riding and walking in the mountains here, and a fair amount of society during the season, September to April. Trains run daily from Los Andes.

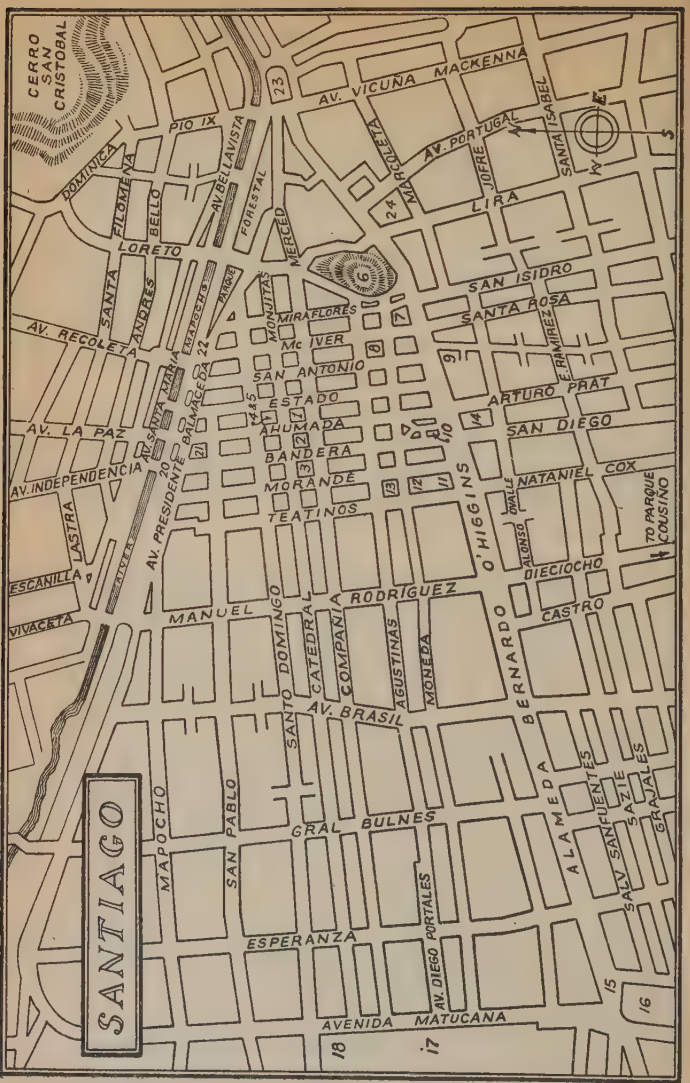
Hotel :—Río Blanco.

Portillo (*Gran Hotel Portillo*) 22 miles further along the rail and road route, is the greatest centre for ski-ing and winter sports in South America. The weather is ideal, the snow conditions excellent, the runs many and varied ; Chair lifts carry skiers up the slopes. The mountains around are impressive. Near Portillo, in a setting of wild grandeur, is the Laguna del Inca ; this lake, at an altitude of 9,300 feet, has no outlet and is frozen over in winter.

For the mountain scenery between Portillo and the tunnel at Caracoles, see "Transandine Journey," (general index). Beyond Portillo the highway over the Upsallata Pass rises by steep grades and sharp turns. The top, at an altitude of 12,800 feet, is reached five miles beyond the tunnel. The frontier is crossed at the foot of the statue of Christ the Redeemer. The mountain views are stupendous. Heavy snows keep the road over the pass closed from May or June to November or December. But the tunnel is open to road traffic and the journey is five miles shorter than over the pass. On the far side of the Andes both road and railway descend to Mendoza, where there are rail connections for Buenos Aires.

Santiago, the capital and seat of the Government, 116 miles by rail and 90 miles by road from Valparaiso, is the fourth largest city in South America and one of the most beautifully situated of any. It stands in a wide plain, 1,706 feet above the sea, and is backed by the Andes. The city covers about 8 square miles, and is crossed from east to west by the Mapocho River, which passes through an artificial stone channel, 130 feet wide, spanned by five iron bridges. The population is 1,348,283. The magnificent chain of the Andes, with its snow-capped heights, is in full view for at least nine months in the year : there are peaks of 20,000 feet about 60 miles away. A gem set in a ring of gardens and snow-capped peaks, blessed with an almost perfect climate, Santiago has a magnetic power, attracting business and population from all sides. More than half of the country's manufacture is done here. It is essentially a modern capital, full of bustle, noise, traffic problems and skyscrapers. Buildings of 12 storeys are common. High office buildings stand next to sumptuous blocks of flats arranged and equipped as well as any in the world. Public gardens, laid out with admirable taste, are filled with flowers and kept in good order. Smart policemen control the crowds with courteous efficiency. Shops are attractively arranged and surprisingly well stocked. New residential quarters and garden suburbs have come into being where before were slums.

One of the most striking features is the Santa Lucía Hill, with magnificent views over the city. It is almost at the centre and ornamented with gardens, balustrades, and balconies. The view gives possibly the best general idea of Santiago, although that from the Cerro San Cristóbal, almost behind it as seen from the Crillon


CERRO SAN CRISTOBAL
DOMINICA
PIO IX
AV. BELLAVISTA
FORESTAL
MERCED
AV. VICUÑA MACKENNA
AV. PORTUGAL
MARCOLETA
JOFRE
SANTA ISABEL
LIRA
FILOMENA
BELLO
LORETO
SANTA ANDRES
AV. RECOLETA
MONJITAS
MIRAFLORES
McIVER
SAN ISIDRO
SANTA ROSA
EJERCITO
PARAGUAY
SAN ANTONIO
ESTADO
ARTURO PRAT
AHUMADA
SAN DIEGO
AV. LA PAZ
BANDERA
AV. INDEPENDENCIA
MORANDE
NATANIEL COX
TEATINOS
LASTRA
AV. PRESIDENTE
ESCANILLA
VIVACETA
MANUEL
O'HIGGINS
ALONSO
DIECIOCHO
TO PARQUE COUSIÑO
CASTRO
SANTO DOMINGO
CATEDRAL
COMPAÑIA
RODRIGUEZ
AGUSTINAS
MONEDA
BERNARDO
AV. BRASIL
ALAMEDA
SAN PABLO
MAPOCHO
GRAL BULNES
SALV SANFUENTES
SAZIE
GRAJALES
SANTIAGO
ESPERANZA
AV. DIEGO PORTALES
AVENIDA MATUCANA

or Carrera hotels, is perhaps equally good. A funicular railway mounts this hill, which is surmounted by an immense statue of the Virgin Mary.

Santiago was founded by Pedro de Valdivia in 1541. His first fort was on Santa Lucía Hill (there is a statue of him on the hill). Santiago became the capital of Chile after the battle of Maipu in 1818. During its 400 years the city has suffered several times from floods, fires and earthquakes.

The centre of the city lies between the Mapocho and the Avenida O'Higgins. From the Plaza Baquedano, in the eastern part of the city, the Mapocho flows to the north-west and the Avenida O'Higgins runs to the south-west, at much the same angle as two widespread fingers. From Plaza Baquedano the Calle Merced runs due west to the Plaza de Armas, the heart of the city ; it lies 4 blocks south of Mapocho Station (on Avenida Presidente Balmaceda, on the southern bank of the Mapocho) ; this is the station for Valparaiso. On the eastern and southern sides of Plaza de Armas there are arcades with shops ; on the northern side is the Post Office and the City Hall ; and on the western side the Cathedral and the archbishop's palace. The Cathedral, much rebuilt, contains a recumbent statue, in wood, of St. Francis Xavier and the chandelier which lighted the first meetings of Congress after the liberation. A block west of the Cathedral is the Congressional Palace ; the Chamber of Deputies is worth seeing. Near-by are the Law Courts.

The Avenida O'Higgins (sometimes called the Alameda) runs through the heart of the City for over two miles. It is 108 yards wide, and ornamented with gardens and statuary : the most notable are the equestrian statues of Generals O'Higgins and San Martín (who led the Argentine troops over the Andes to help O'Higgins gain national independence from Spain) ; the statue of the Chilean historian Benjamín Vicuña Mackenna who, as governor of Santiago, beautified Santa Lucía Hill ; and the great monument in honour of the Battle of Concepcion in 1879.

From the Plaza Baquedano (where the Cavalry School is and where there is a statue of General Baquedano and a Tomb of the Unknown Soldier) this magnificent avenue skirts Santa Lucía Hill on the right, and the Catholic University on the left. Santa Lucía Hill, a cone of

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KEY TO MAP.

1. Plaza de Armas.
2. The Cathedral.
3. National Congress Hall.
4. Central Post Office.
5. Comandancia (City Hall).
6. Santa Lucía Hill.
7. National Library.
8. Municipal Theatre.
9. San Francisco Church & Monastery.
10. Union Club.
11. Plaza Bulnes.
12. Palacio de la Moneda.
13. Plaza de la Constitución.
14. Universidad de Chile.
15. Plaza Argentina.
16. Alameda (Central) Station.
17. School of Agriculture.
18. Museum of Natural Sciences.
20. Mapocho Station.
21. Central Market.
22. Palacio de Bellas Artes.
23. Plaza Baquedano.
24. Catholic University.

rock rising steeply to a height of 230 feet, can be scaled from the Caupolicán esplanade, on which, high on a rock, stands a statue of the Araucanian leader after whom the esplanade is named. Santa Lucía Hill is a vine-covered, flower-embroidered series of steps, quiet nooks, watch towers, pavilions and small terraces. There are striking views of the city from the top, which is reached by a series of stairs. It is best to descend on the eastern side, to see the small Plaza Pedro Valdivia, with its waterfalls and statue. The Museum of History and Antiques is near the Hill.

Beyond the Hill the Avenida goes past the National Library on the right ; it is the largest library in South America and contains, amongst other things, the national archives. Beyond, on the left, between Calle San Francisco and Calle Londres, is the most ancient church in Santiago : the red-spired Church and Monastery of San Francisco. In the church is a small statue of the Virgin which Valdivia carried on his saddlebow when he rode from Peru to Chile. On the left, a little further along, is the University of Chile ; the Club Unión is almost opposite. North of the Plaza Bulnes, hemmed in by the sky-scrapers of the Civic Centre, is the gracious Colonial building of the Palacio de la Moneda, containing historic relics, paintings and sculpture. Part of it is the official residence of the President and contains a number of government offices. The Municipal Theatre is on Calle Agustinas, and nearby, on Calle Nueva York, is the Bolsa de Comercio. Further along, any of the streets on the left will lead to the great Parque Cousiño, with a small lake, playing fields, and the racecourse of the Club Hipico. The Avenida runs westwards to Plaza Argentina, on the southern side of which is the Alameda (Central) Station for the south. On Avenida Matucana, running north from Plaza Argentina, are the Museum of Natural Sciences and the Quinta Normal de Agricultura, the latter a large area of ground containing a very popular park. The mummy of the Inca child found on the summit of El Plomo, 17,710 feet, 25 miles from Santiago, is in the Museum of National Sciences. In the National Museum are pieces of armour worn by Valdivia's men.

There are several other parks in Santiago. Perhaps the most notable is the Parque Forestal, due north of Santa Lucía Hill and immediately south of the Mapocho. The Palace of Fine Arts is in the wooded grounds ; it has a large display of Chilean painting and sculpture, and art exhibitions are held several times a year ; the Art School is in the building. The Parque Balmaceda, east of Plaza Baquedano, is perhaps the most beautiful in Santiago, but the sharp, conical hill of San Cristóbal, to the north-east of the city, is the largest and most interesting. A funicular railway goes up the hill, which is 1,000 feet high. The hill has several summits : on one stands a colossal statue of the Virgin, which is floodlit at night ; on another is the astronomical observatory of the Catholic University ; and on a third, a solar observatory (Victoria Castle). The hill is very well laid out with terraces, gardens, and paths ; there is a fine restaurant with splendid views from the terrace, especially at night. The Zoological Gardens are near the foot of the hill.

The interesting Central Market is at Puente 21 Mayo.

Industries :—About 54 per cent. of all Chilean industries are in the Province of Santiago, which concentrates mainly on food, textiles, clothes, leather and chemicals.

Santiago Hotels :—Carrera, Teatinos 180 ; Hotel Splendid, Estado 360. (*See local classified advts.*

Crillon, Agustinas 1025, Cable : Crillon, 150 beds ; City, Compañía 1063, Cable : City Hotel, 92 beds ; Savoy, Ahumada 165, Cable : Savoy, 60 beds ; Splendid, Estado 360, Cable, Hotel Splendid, Estado 360, 54 beds ; Capri, San Antonio 541, Cable : Capri, 81 beds ; Victoria, Huerfanos 801, Cable : Hotel Victoria, 45 beds ; Mundial, La Bolsa 87, Cable : Hotel Mundial, 40 beds , Bidart, New York 9, Cable: Hotel Bidart, 34 beds. Hotel Ritz, Estado No. 248, 70 beds. Panamericano, Teatinos with Huerfanos, 106 rooms.

Restaurants :—In addition to those at the Carrera and Crillon hotels there are, in the centre of the town, the Waldorf, La Bahia, Fornone, Chez Henri, Nuria, El Danubio Azul and El Escorial ; farther out are El Parron and Chiaranda (meals in the open air during the summer), and El Sarao, in an old farmhouse half an hour's drive from the city.

Tea Rooms :—" Nuria," Agustinas 715 ; " Goyescas," Huerfanos Estado ; " Astoria," Ahumada 31.

Conveyances :—Motorbus and trolleybus fares $10.00 within the city limits. Taxi : $1,000 per hour within the city limits. Visitors going outside the city are advised to arrange the charge beforehand.

Tourist Agencies :—Wagon-Lits Cook ; " Expreso Villalonga " ; " Ex-printer " ; Transportes Unidos ; (all in Calle Agustinas) ; Cía Chilena de Viajes y Turismo (CIVIT), Calle Moneda 930 ; Viajes Litvak and Turavion Shipping Express, in Calle Bandera 169 ; Latour. Round trips to the Lake District are detailed under " The Chilean Lakes." For Turismo Cocha, see page 360.

Racecourses :—Club Hípico, racing every Sunday afternoon (at Viña del Mar, January-March) ; Hipodromo Chile every Sunday morning.

Tennis :—Santiago Tennis Club ; International ; Los Leones ; The Prince of Wales Country Club ; Country Club ; Stade Française.

Golf :—Los Leones Golf Club (car from Plaza Italia), introduction required ; The Prince of Wales Country Club.

Clubs :—Union ; Phoenix Club ; British Country Club (cricket, hockey, swimming, etc.) ; Club de Setiembre ; Ski Club Chile, Calle Bandera 64 ; Club Andino (winter sports).

Theatres and Cinemas :—Municipal ; Rex, Bandera, Real, Metro, Santa Lucia Central, Normandie, Cervantes, Santiago, Baquedano ; and many others.

Addresses :—British Embassy, British Consulate, Bandera 227 ; U.S. Embassy ; U.S. Consulate, Agustinas 1343 ; Y.M.C.A. : Arturo Prat 130 ; West Coast of America Telegraph Co., Ltd. (British), Calle-Bandera, 156 ; All America Cables & Radio, Inc., Calle Agustinas, 1065 ; Transradio Chilena, Calle Bandera, 168 ; Bank of London and South America, Ltd., Corner Calles Bandera y Agustinas ; National City Bank of N.Y., Bandera 237 ; Banco de Chile, Ahumada 251 ; British Chamber of Commerce in the Republic of Chile ; Calle Bandera 227, Casilla 4087. Chilean-British Institute, Teatinos 307 ; British Council, Casilla 154-D ; British Overseas Airways Corp. : MacIver 230 ; and P.S.N.C. offices : Agustinas 1066. P.O. Box 4087.

Rail :—Santiago to Buenos Aires as from Valparaiso (q.v.) ; to Valparaiso, three expresses daily, besides ordinary trains ; to Talcahuano, daily ; to Coquimbo and La Serena, daily ; to Antofagasta, thrice a week, and Iquique once a week ; to Valdivia and Puerto Montt, three times a week ; to San Antonio at 8.30 a.m. and 3.40 p.m.

Excursions from Santiago : Several small resort towns are easily reached by car from the capital : Colina, (3,000 ft.) a spa in the mountains 20 miles to the north ; Apoquindo, 7 miles to the NE, at 2,600 feet, a popular resort ; Peñalolén, 10 miles, with a very lovely park and a beautiful view of the city ; San José de Maipó, some 50 miles to the south-east (return journey by car : 3 hours) ; just beyond is the mountain town of Melocotón (Millahue Hotel). El Volcán, in the Andes, 48 miles to the south-east (4,600 ft.), with an astounding view. (Hotel : *La Valdés*). (Train, 8 a.m., arriving back in Santiago 7.45 p.m., through mountains and gorgeous scenery). From El Volcán the road runs east and then north to the skiing slopes of Lo Valdés (hut). The small towns in the Aconcagua Valley to the north—San Felipe, Jahuel, Los Andes, and Portillo—have been described as excursions from Valparaiso. The road to San Felipe is shorter than the railway. Motor-car trips from Santiago to the Aconcagua Valley and over the Andes to Mendoza (250 miles)

are arranged by the travel agencies. The road is excellent except when snowed up in winter but the last 3,000 feet of the climb can now be avoided by passing through the Trans-Andean Railway tunnel, 2 miles long.

There is an excellent ski centre at Farellones, an hour and a half by road to the E of Santiago ; a refugio and two inns, several cable and chair lifts, and fine slopes. Nearby, two other ski centres are being developed at La Parva and Lagunillas.

There are motor roads to Valparaiso and to the south. The Pan-American Highway between Santiago and Arica (1,400 miles) is usually covered in five stages. The driving time is 51 hours.

Several excellent sea beaches are frequented by people who live in the capital : those which lie north of Valparaiso (already described), or those which lie at the mouth of the Río Mapocho, which runs to the sea as the Río Maipó. A road and a railway run to the resorts. The railway runs to the port of **San Antonio,** 70 miles from Santiago and 40 miles by sea south of Valparaiso. Its shipping shows a considerable growth, mostly at the expense of Valparaiso. The port exports copper brought by railway from the large mine at El Teniente, near Rancagua. Population : 63,776. Itself a popular resort, it is also the centre for other resorts to the north and south : **Cartagena,** the terminus of the railway 5 miles to the north, an old town with good hotels, is a great playground for Santiago residents ; **Llolleo** (on the railway 2½ miles to the south) and **Maipo,** at the mouth of the Río Maipó, are other playgrounds. **Santo Domingo,** with a good hotel, is about 10 minutes by road south of San Antonio. There is a golf course at Santo Domingo which is by far the most attractive place on this coast.

Hotels :—San Antonio : Jockey Club ; Cartagena : Continental ; La Bahia. Llolleo : Oriente ; Alhambra. Santo Domingo : Club Rocas.

SOUTH THROUGH THE CENTRAL VALLEY.

A railway runs south through the Central Valley to Concepción (and beyond Concepción to Puerto Montt). It runs through the heart of Chile, one of the world's most fruitful and beautiful countrysides, with the snowclad peaks of the Andes delimiting it to the east. What this countryside looks like has already been described under "Economic Problems" in the introduction to this chapter. It is in this valley that most of Chile's population lives, and here, too, are most of its towns, a score of them with more than 10,000 inhabitants. All the towns described can be reached from Santiago by car.

Rancagua, 51 miles south of the capital (1½ hours by train), is an agricultural town with a population of 38,423. Its chief title to fame is a battle fought in its streets in 1814 by O'Higgins against the Royalists. The great Teniente copper mine is on a branch line 50 miles to the east. On this line, 23 miles from Rancagua by rail or car, are the thermal springs of Cauquenes.

Hotels :—Santiago ; Río Claro ; De La Ta ; España ; Ducal.

San Fernando, capital of Colchagua Province, with 28,723 inhabitants, is 32 miles south of Rancagua. It stands in a broad and fertile valley at a height of 1,112 feet. It was founded in 1742, and there are still traces of its colonial days. A branch railway (and road) runs west to the seacoast resort of Pichelemu.

Hotel :—Marcano.

Curicó, 37 miles south of San Fernando, has a population of

35,270. The surroundings are picturesque, and the main plaza is accounted one of the finest in the republic. There is a large cattle market; flour milling and alcohol distilling are the main industries of this agricultural town. A branch line runs west to Licantén, whence a road (16 miles) runs to the sea and some quiet family beaches.

Hotel :—Comercio.

Talca, 35 miles south of Curicó (155 miles from Santiago) is the most important city between Santiago and Concepción; it is the capital of Talca Province, and has a population of 63,602. It was founded in 1692, and destroyed by earthquake in 1742 and 1928. It has been completely rebuilt since 1928, and now has large open parks and well paved streets, a fine Stadium with running and cycling tracks, football grounds and an open-air swimming pool. There is also a first-class 9-hole golf course.

The province of Talca, apart from its large wheat and grain production, is the greatest wine producing zone in Chile.

Hotels :—Plaza; Claris; Central; Amalfi.

Industries :—The city is one of the largest manufacturing centres in the country, with the biggest match factory in Chile, 7 shoe factories, 2 biscuit and 2 tobacco and cigarette factories, 2 paper mills, 5 flour mills, a tannery, several distilleries, 3 foundries and the 2 principal bed and tube factories in Chile.

Excursions : Maule lake, easily reached by road or partly by a branch railway from Talca, is being stocked with salmon and rainbow trout; the road passes through some of the finest mountain scenery in Chile. Another railway from Talca runs to (56 miles) **Constitución,** a port of call for small steamers a mile up the wide mouth of the Maule river. It is the centre of a wealthy district producing grain and timber, but its main claim to attention is as a summer resort. The beach, an easy walk from the town, is surrounded by very picturesque rocks, and the nearby scenery is most pleasant. There is a large group of hotels and pensions, but accommodation is difficult from January to March.

Hotels :—Gran; De la Playa; Negri; Plaza; Valparaiso.

Linares, 30 miles south of Talca, capital of the Province of Linares, is the centre of an agricultural area producing wine, fruit, cereals, and vegetables. A narrow-gauge railway runs north-east (17 miles) to the curative hot springs and baths of Panimávida, picturesquely set in the foothills of the Andes.

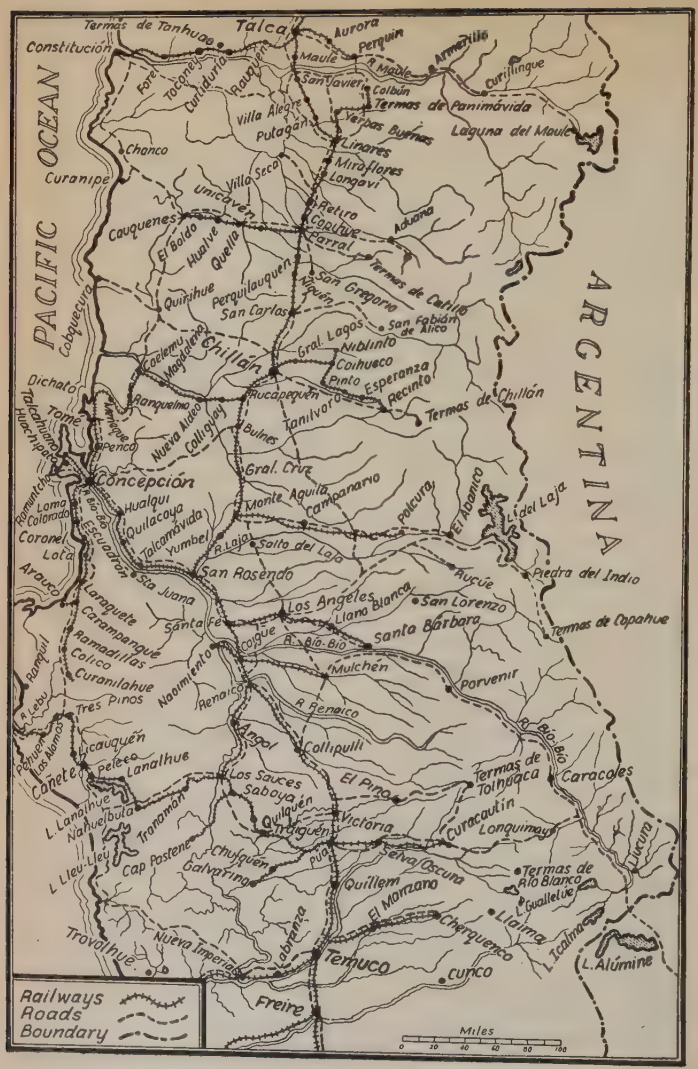
Hotels :—Panimavida (high class, 6 therapeutic baths); Astur.

Some 25 miles south of Linares is **Parral,** a modest commercial and industrial town. A branch line runs west to **Cauquenes,** the capital of Maule province, famous for its wines. There are roads west from Cauquenes to the seaside resorts of Curanipe and Pelluhue.

Chillán, 65 miles south of Linares, is an important agricultural centre with a population of 67,311. When the town was destroyed by earthquake in 1833 (it was the birthplace of Bernardo O'Higgins), the new town was built slightly to the north; that, too, was destroyed by earthquake in 1939 but has been rebuilt.

Hotel :—España.

Excursion : To the world famous Termas de Chillán, 55 miles east, reached by branch line to Recinto (40 miles), and thence by motor to the springs, 4,000 ft., up in the Cordillera. Season : mid-December to the end of March. *Hotel* : *Gran.* The Ski Club de Chile


PACIFIC OCEAN
ARGENTINA
Termas de Tanhuao
Talca
Aurora
Perquin
Armerillo
Constitución
Maule
Maule
Curtilingue
Fore
Tacones
Curiduriu
Rauquil
San Javier
Colbún
Termas de Panimávida
Villa Alegre
Putagan
Vegas Buenas
Laguna del Maule
Chanco
Linares
Miraflores
Curanipe
Villa Seca
Longavi
Unicavén
Retiro
Cauquenes
Coipulue
Carral
Aduana
El Boldo
Hualve
Quella
Termas de Catillo
Quirihue
Perquilauquen
San Gregorio
Cabquecura
San Carlos
Ninhue
San Fabián de Alico
Gral. Lagos
Coelemu
Magdalena
Chillán
Niblinto
Coihueco
Dichato
Pinto
Esperanza
Recinto
Ranquelmo
Tucapel
Termas de Chillán
Tomé
Talcahuano
Huachipato
Nueva Aldea
Tanilvoro
Penco
Bulnes
Gral. Cruz
Concepción
Monte Aguila
Campanario
Hualqui
Palcura
El Abanico
Lomas Coloradas
Quilacoya
Talcamavida
Yumbel
R. Laja
Salto del Laja
Coronel
Lota
Sta Juana
San Rosendo
Piedra del Indio
Arauco
Los Angeles
San Lorenzo
Laraquete
Llano Blanco
Santa Fe
Santa Barbara
Termas de Copahue
Carampangue
Ramadillas
Colico
Curanilahue
Naoimiento
Mulchén
Purapel
Tres Pinos
Renaico
Porvenir
Angol
Collipulli
Peleco
Lanalhue
Los Sauces
El Pino
Termas de Tolpaca
Caracoles
Cañete
Saboyán
Victoria
Curacautin
Longuimay
Tranamán
Quilquen
Chufquen
Selva Oscura
Termas de Alto Blanco
Cap Pastene
Salvatino
Quillem
El Morrano
Cherquenco
Llaima
Icalma
Trovolhue
Nueva Imperial
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(branch at Chillán), has a refuge on the slopes of the volcano Chillán, east of the Termas, and will make arrangements for skiers.

From Chillán there are two rail routes to the port of Concepción : the shorter runs westwards to the coast and south through Dichato, Tomé, and Penco ; the longer route continues southwards to (60 miles) San Rosendo, the junction on the Longitudinal Railway for a line running north-west through the valley of the Bío-Bío to Concepción. On this route, an interesting short excursion can be made by taking a bus for 10 miles from Yumbel Station (short of San Rosendo), east to the Salto del Laja, a spectacular waterfall in which the river Laja plunges 153 feet over the rocks. San Rosendo is at the confluence of the Laja and Bío-Bío rivers.

Concepción, six miles up the Bío-Bío river and 360 miles by rail from Santiago, is the most important city in southern Chile and the third city of the Republic ; it has a population of 133,580 inhabitants. Its port, Talcahuano, on the Bay of Concepción, is 9 miles away. Concepción has a new and attractive railway station decorated with murals.

The climate is very agreeable in summer, but from April to September the rains are liable to be excessive ; the annual average rainfall, nearly all of which falls in these six months, is from 50 to 60 inches. Concepción has been outstandingly unfortunate in the matter of earthquakes ; it has recently celebrated its fourth centenary and its site has been moved more than once during its history ; vestiges of the last earthquake in 1939 are still to be seen, though many magnificent new buildings have been erected, among them a new Cathedral, Law Courts and a University. There is a good nine-hole golf course (open from April to October) two miles from the centre of the city, and a modern racecourse midway to Talcahuano.

The best way to get a view of the city and surrounding country is to take a taxi up the Caracol hill, from which there is a truly magnificent view, not simply of Concepción but also of the river Bío-Bío, the sea, Talcahuano and San Vicente bays, and of several lakes in the neighbourhood. (There are several small lakes and ponds in the city itself). This can be done for a cost of 10/- to 15/- and is well worth while. The district has a considerable production of cereals, pulses, and livestock, and there is a flourishing fishing industry.

It is expected that Concepción and district will become more industrialised, due to the opening of a large steel mill in Huachipato, on San Vicente bay, a mile from Talcahuano ; this now produces black iron sheets, bars and ingots, tinplate, wire rods, etc., and is creating subsidiary industries. There are also flour mills and cloth factories in Concepción.

Concepción and Talcahuano are joined by railway and a good road, from which branch other roads leading to bathing beaches and beauty spots close at hand : the estuary of the Bío-Bío, Lenga, Ramuntcho, Rocoto, and Las Escaleras. Three railway lines run from Concepción : one to Curanilahue through Coronel and Lota, where are Chile's largest coal mines ; one to Chillán, through Penco and Tomé, famous respectively for their potters and cloth factories ; and one to San Rosendo, the junction on the Longitudinal Line for journeys north to Santiago or south to Puerto Montt.

Hotels :—Cecil, Claris, Central, City, Gran, Ritz.

Restaurant :—Don Quixote, calle Barros Arana 873 ; Paladin.
Clubs :—Concepción, Ingles, Aleman, Circulo Frances, and Chilean-North American Institute, Rengo 311.
British Consulate : Barros Arana, 389.
Bank of London and South America, Ltd.
Cables :—West Coast of America Telegraph Co. (British), Colón 270.
Air :—In the summer 'planes daily to and from Santiago and connections to Valdivia and Osorno.
Rail :—Daily to Temuco and Valdivia; to Puerto Montt three times weekly ; to Santiago daily, and in summer special fast diesel trains three times weekly.

Talcahuano, on a peninsula jutting out to sea, is considered the best harbour in Chile. It is a leading grain and export centre and a naval station ; its dry docks accommodate vessels of 30,000 tons. Steamers call on both their northward and southward voyages. Population : 63,133. A mile away the steel plant at Huachipato has its own wharves to unload the iron ore shipped south from El Tofo, near Coquimbo. It has a large frigorifico.
Landing :—By shore boat.
Hotel :—Francés (70 beds).
Cables :—West Coast of America Telegraph Co., Ltd. (British), Colón 270.
Buses :—Frequent service to Concepción.

The railway to Chillán running along the coast of Concepción Bay passes through Penco, Tomé and Dichato. **Penco** (the original site of Concepción) is a watering place with a fine beach. The old fort known as La Planchada still faces the sea. A deposit of kaolin determined the installation at Penco of important potteries.

Tomé (one hour by rail), is a small provincial town ; it has a very good bathing beach with a sandy shelving shore and a background of wooded hills. There is a good view of the Bay from El Morro.
Hotels :—El Morro and Durdos, open only in summer.

Dichato, by the sea 8 miles north of Tomé, is a quiet village with two small hotels and miles of beaches. Picturesque views, boating and fishing.
Hotels :—La Playa ; Dichato ; Res. Cisternos ; Res. Abach ; Res. Flores.

The Railway to Curanilahue links the coal producing districts near Concepción. It crosses the Bío-Bío by a bridge 2,060 yards in length, the longest of its kind in Chile, to reach (17 miles) the town of **Coronel,** a bunkering port in the heart of the coal area. Coronel is memorable as the scene of the naval battle for which vengeance was taken at the Falklands. The coast is very picturesque, the country wooded.

The action off Coronel on November 1, 1914, was fought between Von Spee's China Squadron (Scharnhorst, Gneisenau, Leipzig, Nurnberg, and Dresden) against Craddock's squadron (Good Hope, Monmouth, Glasgow, and the merchant cruiser Otranto). A heavy sea and an unfavourable light added to Craddock's difficulties. The Otranto was ordered out of range, and of the combatant British ships the Glasgow alone escaped.
Landing :—Shore boat.
Cables :—West Coast of America Telegraph Co. (British), Calle Manuel Montt 175.

Lota, 5 miles south of Coronel, is a coal mining centre with 34,445 inhabitants. It is a bunkering port for coastal vessels. In the neighbourhood is the famous Cousiño Park, one of the sights of Chile. The management and the organisation of the Cousiño mines are of extraordinary interest. The mining company runs an excellent ceramic factory.

Landing :—Shore boat.
Rail :—To Coronel (20 minutes), and Concepción (1¼ hours) daily.
Hotel :—Comercio (25 beds).

Laraquete, 5 miles south of Lota, is by the sea at the mouth of a river. It is a very beautiful, well wooded place with a fine beach. There is good fly fishing for trout and peladillo in the summer. Small hotel.

Coronel, Lota and Laraquete are all bunkering ports for coastal vessels.

The railway goes on to Curanilahue, 40 miles from Concepción. From the terminus a road runs to Los Alamos, where railway can be taken west to **Lebu,** a coal port with a population of 8,239 some 80 miles south of Concepción. It lies at the mouth of the Río Lebu, and is the capital of Arauco province. The lower river reach and the beach are popular with tourists in summer, and there are daily trains *via* Los Alamos to Puerto Peleco on the highly picturesque Lake Lanalhue, 23 miles south of Lebu.

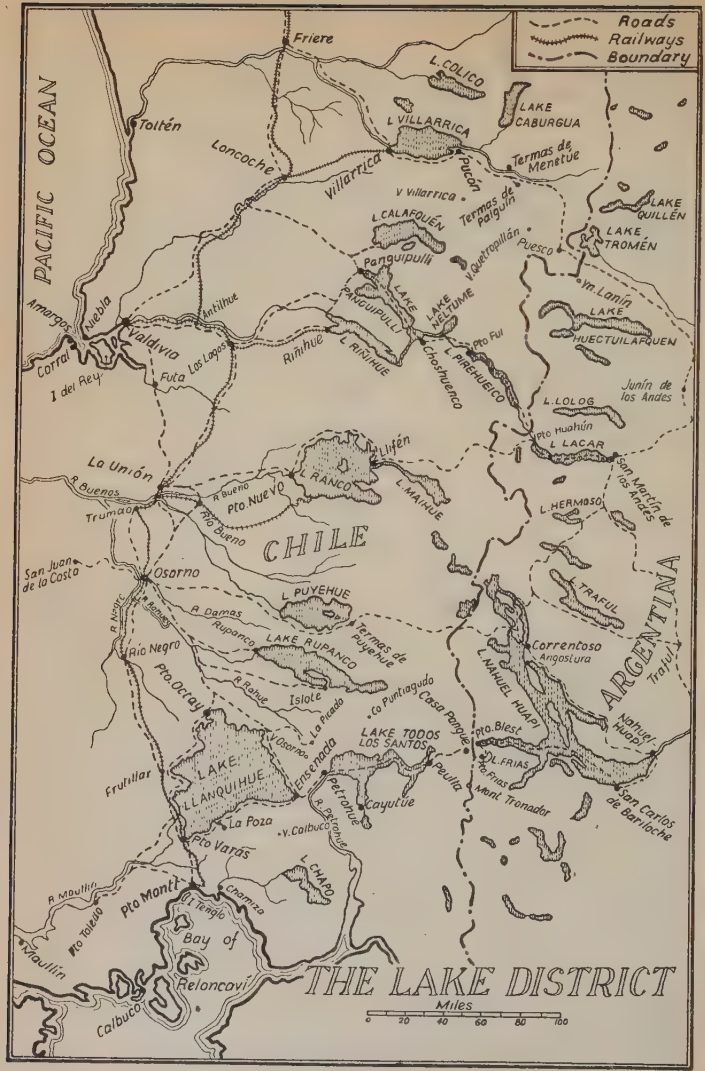
Hotels :—Central ; Aleman.
Rail :—Via Puerto Peleco to Los Sauces, whence there is a line north-east to the Longitudinal railway at Renaico, south of Santa Fe, and another south-east to the Longitudinal railway at Púa.

FOREST CHILE : CONCEPCIÓN TO PUERTO MONTT

Province.	1940 census	1952 census	1955 census
Bío-Bío	127,312	137,783	159,792
Malleco	154,174	188,662	184,204
Cautín	374,659	361,862	421,830
Valdivia	191,642	237,817	268,817
Osorno	107,225	122,980	142,191
Llanquihue	117,225	139,599	161,750

South of the Bío-Bío river to the Gulf of Reloncaví the same land formation holds as for the rest of Chile to the north : the Andes to the east, the coastal range to the west, and in between the central valley. But the Andes and the passes over them are less high here, and the snowline is lower ; the coastal range also loses altitude, and the central valley is not so continuous as from Concepción to Santiago. The days are cool and the nights cold ; the summer is no longer dry, for rain falls during all the seasons, and more heavily than further north. There is more rain on the coast than inland : some 99 inches on the coast and 53 inches inland. This rain is enough to maintain heavy forests, mostly beech, but there are large clearings and an active agriculture. The area has only been heavily colonised in the last ninety years ; irrigation is not necessary. The farms are mostly medium sized, and no longer the huge haciendas of the north. The characteristic thatched or red tiled houses of the rural north disappear ; they are replaced by the shingle roofed frame houses typical of a frontier land. The farms raise livestock and food crops, but there are no Andean pastures on which to graze the cattle in summer. Some 20 per cent. of the land is given over to food crops : wheat, potatoes, apples, oats, and hay. There is, surprisingly, no great timber industry.

About a 100,000 pure blooded Araucanian Indians live in the area, more particularly around Temuco. There are possibly 200,000 more of slightly mixed blood who speak the Indian tongue, though most of them are bi-lingual.


Roads
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PACIFIC OCEAN
Friere
L. COLICO
LAKE CABURGUA
L VILLARRICA
Toltén
Loncoche
Villarrica
Pucon
Termas de Menetue
V Villarrica
Termas de Palguin
LAKE QUILLÉN
L CALAFQUÉN
Panguipulli
Quetropillán
Puesco
LAKE TROMÉN
Vn Lanin
LAKE HUECTUILAFQUEN
Amargos
Nueva Imperial
Antihue
LAKE PANGUIPULLI
LAKE KELLUME
Pto Fuy
L PIRIHUEICO
Chosjuenco
Junín de los Andes
Corral
I del Rey
Valdivia
Futa
Los Lagos
Rinihue
L RINIHUE
L. LOLOG
Pto Huahún
L LACAR
La Unión
R Bueno
Truimao
R Bueno
Pto Nuevo
RANCO
L Lifén
L MAHUE
San Martín de los Andes
L HERMOSO
CHILE
Pto Bueno
San Juan de la Costa
Osorno
L PUYEHUE
TRAFUL
R Damas
Rupanco
Termas de Puyehue
R Negro
Rio Negro
LAKE RUPANCO
Correntoso
Angostura
L NAHUEL HUAPI
ARGENTINA
Traful
Pto Octay
R Rahue
Islote
Co Puntiagudo
Casa Pangue
Pto Blest
Nahuel Huapi
La Picada
V Osorno
LAKE TODOS LOS SANTOS
Peulla
I. FRIAS
R. Frias
Mont Tronador
San Carlos de Bariloche
Fruthllar
LAKE LLANQUIHUE
Ensenada
Petrohue
Cayutue
La Poza
V. Calbuco
Pto Varas
R Petrohue
L CHAPO
Chamiza
R Maullin
Pto Montt
El Tenglo
Pto Tolcura
Bay of Reloncavi
Maullin
Calbuco
THE LAKE DISTRICT
Miles
0 20 40 60 80 100

The area is important for the tourist because here, between parallels 39 and 42, there extends from the Andes one of the most picturesque lake regions in the world. There are some 12 great lakes of varying sizes, some set high on the Cordillera slopes, others in the central valley southwards from Temuco to Puerto Montt. All differ in the colour of their water: some are crystalline and others change from a deep blue to an emerald green. Here, too, are imposing waterfalls and large rivers. Of the many visitors to the area each year many are anglers revelling in the abundance of fish, the equable climate, and the absence of troublesome insects. The season in the Lake District is from mid-December to mid-March.

Travelling on the Longitudinal Railway south from San Rosendo, the junction for Concepción, we come (15 miles) to Santa Fe, from which there is a branch line east to (13 miles) **Los Angeles,** a town of about 85,000 inhabitants, in a wine, fruit and timber district. A road runs to the Laguna del Laja past the impressive waterfalls and rapids of the Trubunleo river. A car takes about 3 hours to get to the lake, where there is grand mountain scenery.

Road and railway are continued from Los Angeles to Santa Bárbara, on the Bío-Bío river.

A small town which has hot springs nearby—Curacautín—is some 15 miles by railway east of Púa, on the Longitudinal railway 69 miles south of San Rosendo. The beautiful pine surrounded Termas de Tolhuaca, with hot springs, are 23 miles to the north-east of Curacautín by road. (Good hotel). South-east of Curacautín (20 miles by road) are the hot springs and mud baths of Río Blanco, at 3,433 feet on the slopes of the Sierra Nevada.

Curacautín Hotels :—Plaza, Internacional; Altayó.

The railway from Púa to Curacautín is to be prolonged to the frontier (50 miles), where it will be connected with an Argentine line, (80 miles) from Zapala. The new line will cross the Andes at a height of 5,700 ft., as compared with 10,500 ft., on the existing transandine railway from Los Andes to Mendoza, and 14,000 ft., on the northern transandine from Antofagasta to Salta opened in 1948. The new line, when built, will link Concepción with the Argentine grain port of Bahía Blanca.

The Lake District proper does not begin until we reach

Temuco, 120 miles south of San Rosendo and 430 miles south of Santiago. This Cathedral city of 90,957 inhabitants, the capital of Cautín province, has been considerably improved in recent years and is now one of the most active centres in the south. Wheat, barley, oats, timber and apples are the principal products of the area. Native Indians make this their market town. It is the headquarters of the South American Missionary Society and of the American Baptists, whose public schools are filled from all parts of Chile.

There is a grand view of Temuco from Cerro Nielol, where there is a golf course, tennis courts, and a bathing pool.

Hotels :—de la Frontera; Central; Continental; Terraza; Petit; Club Ski Llaima.

Rail :—Twice daily to Talcahuano; three times a week to Puerto Montt in winter, daily in summer. To Valdivia: once a day in winter, twice a day in summer. To Carahue: daily.

Excursions : A railway runs west through picturesque scenery to (34 miles) **Carahue** (Hotel *El Sol*), through Indian country. About 28 miles further, at the mouth of the navigable river Imperial, is Puerto Saavedra, a pleasant seaside resort. It is reached from Carahue by car (2 hours), or by river boat (4 hours, or 2 hours on Sunday).

From Puerto Saavedra there are interesting excursions to Nehuentue, on the other side of the river, or to Lakes Budi and Trovolhue, both well worth seeing but difficult to get at. Trovolhue is reached by a specially chartered launch which takes 4 hours to ascend Moncul River. Lake Budi is reached by a 3 kilometre journey on foot or horseback as far as Boca Budi, and the lake is crossed by motor-boat chartered in advance to Puerto Domínguez (2 hours), a picturesque little place famous for its good fishing. Puerto Domínguez can also be reached by road from Carahue (25 miles).

For details of these excursions visit the State Railways Information Bureau at 535 Avenida Arturo Prat, Temuco, or the office of the Asociación de Turismo de Cautín (opposite). Tours are arranged to lakes, sea beaches, Indian settlements, or to salmon and trout streams.

From Temuco a gravel road runs *via* Freire to Lake Villarrica, 13 miles long by 4½ miles wide. This wooded lake is one of the most beautiful in the region, with the snow-capped Villarrica Volcano (9,318 ft.), for a background. Beautifully set on the extreme west bank is the town of **Villarrica** (Hotels : *Parque ; Yacthing Club; Aravena; Unión*), the terminus of a 26 mile branch line which leaves the main line at Loncoche, 50 miles south of Temuco. Villarrica was founded in the 16th century and is one of the oldest towns in Chile. The very attractive small town of **Pucón,** which is on the south-eastern shore of the lake, can be reached by omnibus from Villarrica (16 miles), or perhaps on horseback by fair road, or by water. Pucón is beautiful, has a good climate, excellent fishing and first class accommodation. The season is from December 15 to March 15. Excursions from Pucón should be made to Rinconada ; on horseback to the Villarrica Volcano towering S of the town for the grand view ; to Lake Colico to the N and Lake Caburgua to the NE, both in wild settings ; to the thermal baths of Menetue, N of the road to Argentina, and Palguin, S of the same road. A small steamer, the "Dona Rosa," plies on the lake.

Pucón Hotels : State Railway Hotel Pucón (9-hole golf course) ; Playa Malbrich ; Hotel Antumalal, on the shore, 2 miles from Pucón, very small (10 rooms), very good, very expensive.

There is a road from Pucón to the Argentine village of **Junín de los Andes.** The route by car is past the volcanoes of Villarrica and Quetropillan as far as Lake Quilleihue, a gem set between mountains at 3,924 feet above sea level. Cars are ferried across by boat (if there is one available). From the opposite shore to the border is 7 kilometres by good road. On the border, to the south, is the graceful cone of Lanín Volcano (11,222 ft.), and beyond the border is Lake Tromen, much visited by Argentine tourists. The Argentine road from the border to Junín de los Andes is narrow, rough, and not very interesting. The road goes on to San Martín de los Andes, a lovely little town on Lake Lacar, and *via* Lago Hermoso and Villa Angostura (a beautiful drive) to San Carlos de Bariloche.

From Antilhue, 92 miles south of Temuco, a branch line runs 24 miles west to

Valdivia, a city which stands where two rivers join to form the Río Valdivia, 11 miles from the port of Corral and the Pacific Ocean. It is the capital of Valdivia Province and has a population of 60,000. It lies 440 miles by sea south of Valparaiso, and is 510 miles by rail (about 21 hours) from Santiago.

The town is set in a rich agricultural area receiving some 101 inches of rain a year, and is the clearing house of the exports and imports of the countryside. Valdivia was first founded by Pedro de Valdivia in 1552. From 1850 to 1860 a comparatively small number of German colonists settled in the area; their imprint upon it and the town in terms of architecture and agricultural methods, cleanliness, education, social life and custom is still strong. In particular they have created numerous industries, most of them set up on Teja Island (5 kilometres by 2) facing the city. A concrete bridge joins the city and the island, which makes an excellent site for the fairs and the agricultural exhibitions of "Saval," (Sociedad Agricola y Ganadera de Valdivia).

Industries :—Centre of the Metallurgical, food, wood-making and leather industries based on local raw materials; paper factory, brewery, etc.

Hotels :—Pedro de Valdivia, near station; Schild, calle Henriquez, France, calle Independencia; Schuster, calle Maipu; Pelz, calle Chacabuco; Riechers, Niebla; Miramar, Niebla.

Shipping :—The port is accessible to craft of up to 2,000 tons with a draft of not more than 12 feet, and is served by river steamers and tugs. Chilean steamers sail frequently for Valparaiso and Punta Arenas and other coastal ports, and Buenos Aires up to Brasil. The P.S.N.C.'s vessels call at Corral when there is sufficient cargo, and load and discharge with lighters.

Rail :—Daily at 11.00 and 14.00 to Santiago, daily to Puerto Montt. Twice a week the "Flecha" leaves Valdivia at 11.00 a.m., and arrives at Santiago the same day at 24 hs.

Cables :—West Coast of America Telegraph Co. Agent: H. Allen, Calle Arauco 393.

British Vice-Consul :—c/o Messrs. Williamson, Balfour and Co., Ltd.

Lloyd's Agent :—Guillermo Prochelle, Libertad 129.

Excursions : The district has much natural beauty with a lovely countryside of woods, beaches, lakes and rivers. The various rivers are navigable and there are pleasant journeys to Futa, Putable, and San Antonio, behind the Teja Island and through the Tornagaleanes, the "Isla del Rey." Among the waterways are countless little islands, cool and green. Ferryboats which make the run to Corral in about two hours, call at the seaside resorts of Niebla, Cancahual, Mancera and Amargos. These leave Valdivia for Corral at 8.30, 2.0 p.m., and 5.30 p.m., but there are more frequent sailings during the summer season (December to the beginning of March). A road, 47 miles long runs from Valdivia to La Union and thence to Puerto Nuevo on beautiful Lake Ranco, dotted with islands. A branch of this road curves round the north of the lake to Llifén, a picturesque watering place on the eastern shore. From Llifén visits can be paid to Lakes Maihue and Verde. Another road (and railway) runs from Valdivia alongside the river to Los Lagos (38 miles), and on to the beautiful Riñihue Lake. Yet another road runs north from Valdivia into an area from which excursions can be made to Lakes Panguipulli, Calafquén, Neltume and Pirehueico. From Panguipulli, on the western bank, there is a launch service across Lake Panguipulli to the Choshuenco volcanoes, on the eastern bank. From

Choshuenco there is a road to Puerto Fui, on Lake Pirehueico, a road thence across the border to Puerto Huahún, on the southern shore of Lake Lacar, in Argentina. A launch crosses the lake to San Martín de Los Andes, on the eastern shores of Lake Lacar.

The Club Andino Valdivia has ski-slopes on the Mocho and Choshuenco volcanoes.

Corral, the outport or anchorage of Valdivia City, is at the mouth of the Valdivia River ; the wharves are slowly silting up. There is a ferry boat service daily to Valdivia (11 miles ; 2 hours). The town was the scene of a great victory by the Chileans under Admiral Cochrane in the War of Independence of 1818. The waters of a number of lakes flow out to sea through the port, and in the heavy rainfalls of winter the currents are strong. There are 5 mooring buoys for the berthing of cargo vessels in the bay. There is an iron foundry here turning out pig iron ; the plant is managed by the new steel works at Huachipato. The population, mostly of labourers, is 10,000.

Hotel :—Residencial Villa Lucia (Isla del Rey).

From Cocule, a little south of La Unión (45 miles south of Antilhue, the junction for Valdivia), a branch line runs to the southern shore of Lake Ranco. A road from La Unión runs to Puerto Nuevo, on the west shore. Lake Ranco has already been mentioned as a possible excursion from Valdivia.

Some 26 miles south of La Unión is another centre for exploring the lakes. This is

Osorno, 590 miles (15 hours) from Santiago and only 80 miles north of Puerto Montt. The city was founded in 1588 on rising ground at the junction of two rivers, the swift Rahue and the quiet Damas. Some of the streets and buildings retain much of their colonial character, but modernism, to excess, is the dominant note to-day. The Instituto Aleman—the town is mainly German—is a good instance of the prevailing concrete construction. There are local industries of some importance. Good roads radiate into the surrounding country, to Valdivia and Puerto Montt and to the Argentine town of San Carlos de Bariloche, which is reached *via* the lakes of Todos Los Santos and Laguna Verde ; both are crossed by ferries.

Hotels :—Hotel Burnier ; Waeger ; Crillón ; Español ; Puyehue ; Res. Azaya.
British Vice-Consul :—Bulnes 743.

Excursions : (1) Motor south-east to Octay, on the northern shores of Lake Llanquihue ; follow the road along the lakeside to Ensenada for lunch ; continue to Puerto Varas for tea, then along the west side of the lake to Octay and back. (2) East to the Pilmaiquen waterfall, and on to Lake Puyehue and the thermal waters at Termas de Puyehue ; this takes 2 hours by car, and there is a bus service. (3) Motor north to Río Bueno, celebrated for its scenery, and to La Unión. (4) Motor to Trumao, a river port of the Río Buenos, whence a steamer may be taken to the sea. (5) Motor to Río Negro and Riachuelo. (6) Other excursions can be made to San Juan de la Costa and to Lake Rupanco. The Club Andino has two shelters at La Picada (55 miles), in the ski fields on a road off the main road between Octay and Ensenada ; it also has a shelter at the Antillanca Ski fields, where a ski-lift has been installed ; these are only 10 miles by road from the Puyehue Hotel. Apply at the Oficina de Turismo de

Osorno, Hotel Burnier.

From about the beginning of October till the end of March, depending on the weather and the number of passengers, the Cinta Airline runs a regular weekly service to Pampa Alegre Airfield, 2 miles by road from the centre of the town. The Linea Aerea Nacional also runs an air service.

From Osorno it is 58 miles by rail south to Puerto Varas. The last 15 miles, the line runs for the most part along the shore of Lake Llanquihue which, together with Lake Todos Santos to the east of it, are the most southern and the best known of all the lakes. Across the great blue sheet of water can be seen the snowcapped volcanoes of Osorno (8,790 ft.), and Calbuco, and, when the air is clear, the distant Tronador. Lake Llanquihue covers an area of over 210 square miles. There is a road, 116 miles long, round it.

Puerto Varas, a beauty spot of about 4,529 inhabitants, is on the edge of the huge lake. It is 650 miles from Santiago and only 16 by rail from Puerto Montt. All the important travel agencies maintain bureaux here.

Hotels :—Puerto Varas, first class hotel, and also Playa ; Heim ; Bellavista.

Excursions : There are steamers and motor-boats on the lake ; they ply between Puerto Varas and (30 miles) Ensenada, in the south-eastern corner of the lake, calling at villages on the way. A road runs round the lake. On the northern road between Puerto Varas and Ensenada is Puerto Octay. Eastwards from Ensenada runs the international road across the Perez Rosales pass into Argentina.

Puerto Varas is within easy reach of many famous beauty spots—Desagüe, Totoral, Frutillar, Los Bajos, Puerto Octay, Puerto Chico, Puerto Fonck, Ensenada, La Poza, the Lorelei Island, the Calbuco Volcano, La Fábrica, Puerto Rosales, Playa Venado and Río Pescado. La Poza in particular is worth seeing. It is a tiny little lake to the south of the big lake and reached through tortuous channels overhung with vegetation ; a secret channel leads to yet another lake : the Laguna Encantada. On the way back to the first island the launch calls at Isla Lorelei, where there is a small restaurant.

East of Lake Llanquihue is the most beautiful of all the lakes in southern Chile : Lake Todos los Santos, a long irregularly shaped sheet of water with the lake ports of Petrohué on its western and Peulla on its eastern shores. The waters are emerald green. It is only 11 miles by an enchanting road from Ensenada (hotel), on Lake Llanquihue, to Petrohué, and from that little port a steamer crosses Todos los Santos to Peulla in from 2 to 3 hours. Between Ensenada and Petrohué the bus invariably stops so that passengers can see the attractive and beautifully set waterfalls on the Río Petrohué on its course to the Gulf of Reloncaví and the sea.

This lake has no roads round it, but from Petrohué a poor sort of road runs north through mountainous land to the skiing hut on La Picada ; the hut is more usually reached from Ensenada or Osorno.

As for the lake itself, its shores are deeply wooded ; several small islands rise from the lake ; in its waters are reflected the slopes of Osorno volcano. Beyond the hilly shores to the east are several graceful snow-capped mountains, with the mighty Tronador in the

distance. To the north of the lake is the sharp point of Cerro Puntiagudo (7,470 feet), and at the north-eastern end Cerro Techado (5,641 feet) rises cliff-like out of the water. Visitors stay at Peulla, (Hotel), for the night when going into or coming out of Argentina. For those who stay longer there are motor launches for excursions on the lake ; two good day trips are to Cayutúe and Río Blanco.

Puerto Montt, 16 miles by railway and 14 by road from Puerto Varas, is the southern terminus of the railway, 670 miles from Santiago, 80 from Osorno. It lies on the large and beautiful bay of Reloncaví, and its climate is most agreeable. It is at Puerto Montt that passengers embark for the island of Chiloé, for Puerto Aysén, and for Punta Arenas in the deep south. The port, which serves a sheep farming district, is much used by coasting vessels. The population is 32,470.

The town is built on a patch of flat land which follows the contours of the bay at the head of the Gulf of Reloncaví ; inland the hills, still covered with the relics of the primeval forest, rise abruptly. The "four hillsides" rise inland to the watershed which intervenes between the head of the Bay and Lake Llanquihue ; in a straight line they are only 14 miles apart, but the railway to Puerto Montt from Puerto Varas has to twist and wind over this watershed. Buses run frequently between Puerto Montt and Puerto Varas.

Excursions : The wooded island of Tenglo, just off Puerto Montt and which is easily reached by launch, is a favourite picnicking place. Magnificent view from the summit. The island is famous for its "curantos," a local dish. Chamiza, up the River Coihuin, is recommended to fishermen. The visitor will find a good bathing beach at Pelluco, a fair walk from Puerto Montt. The estuaries of Reloncaví and Cochamó (6 hours) are very beautiful. The Maullin River, which rises in Lake Llanquihue, has some interesting waterfalls. Maullin, at the mouth of the Maullin River, is worth a visit (by ship direct or by car as far as Puerto Toledo and then by launch or lake steamer). Calbuco (*Hotel Francke*), centre of the fishing industry, with good scenery, can be visited direct by steamer or by road.

Puerto Montt is a good centre for excursions to the lakes ***via*** Puerto Varas.

Hotels :—La Bomba ; Central ; Club Aleman ; Correa, in Pelluco ; Quinta Garcia ; Hosteria Hoffman, on Tenglo Island.
Rail :—Daily to Osorno, Temuco, and Santiago.
Air Service :—Regular plane service to Valdivia, Concepción, Santiago, Ancud, Castro and Coyhaique.

From Santiago to Buenos Aires by the Lakes : This route between the two capitals is taken by a large number of people every year. The route is open all the year round, but is at its very best from December to March. The journey takes five days.

During the season, from December through March, the "Rapido" covers each day the 650 mile journey from Santiago to Puerto Varas, by daylight. During the other months of the year, the service is three times a week. Extra fares are payable on this train. By normal trains, travelling day and night, the journey takes about 20 hours. The trip can, however, be made at ordinary fares and entirely by daylight. The train leaves Santiago, 7.00 a.m. on one of three days

in the week. It arrives the same day at Concepción, where the night is spent. Next day the route is continued *via* San Rosendo to Valdivia, where another night is spent. Osorno is reached in 4 hours next day. After another overnight stop, Puerto Varas on Lake Llanquihue, is reached in little over two hours.

Taking the more usual through 20-hour journey to either Osorno or Puerto Varas, the train leaves **Santiago** at 5.45 p.m., on the State Railway. The country becomes more attractive. There are rolling hills, and occasionally there is a glimpse of the sea to the right and snow peaks over to the left. **Osorno** is reached next afternoon and the night is spent there. Next morning, at 9 a.m., we leave in a small 'bus and travel for three hours over a worn, rough gravel road to **Ensenada** and lunch. The slightly uncomfortable ride is compensated by the scenery, very like that of the blue grass region of Kentucky. The rolling woodland meadows and pastures are delightful. Crops of maize, wheat, oats and potatoes are raised, but the farm implements are often crude. The road is filled with two-ox carts and horse-drawn waggons. We see loose cattle herded by cowboys on fine horses. Just before midday the 'bus crosses a bridge and down below is Lake Llanquihue. The driver stops for five minutes so that passengers can enjoy the view. It is very beautiful. Green corn and yellow wheat fields slope down to the water's edge ; a great green forest rises on the far side of the purple lake. Away to the left is the snow clad Volcano of Osorno. The whole scene is shot through with the most vivid colours. Past the tip of the lake and over another ridge is **Ensenada.**

Alternatively, the night can be spent at **Puerto Varas** instead of **Osorno,** making the journey next morning to **Ensenada** across Llanquihue by launch or by road round the shore. Arrive 11.30 a.m. Luncheon is served at the hotel and immediately after luncheon there is a 'bus ride of 45 minutes to **Petrohué,** 11 miles away. The ss. " Esmeralda," a small steamer, crosses Lake Todos Los Santos in two hours, arriving about 7 p.m., at **Peulla,** where the night is spent in the comfortable *Peulla Hotel.*

In the morning Peulla is left by 'bus for a run of 11 miles to **Casa Pangue,** where Chilean customs are cleared. Then the climb is begun over a low pass in the Andes—the Perez Rosales Pass—with snow peaks left and right. The road is fairly steep, winding and narrow, among big trees and heavy vegetation. The Argentine line is crossed on a height, but the customs are at the foot, on the edge of Lake Frias, at **Puerto Frias.** From here the Lago Frias is crossed in 20 minutes to **Puerto Alegre.** A short 'bus ride takes us to **Puerto Blest** for lunch. Puerto Blest—a small hotel and a dock—is on the edge of Lake Nahuel Huapí.

A small lake boat takes us across to Bahía Lopez, and another hour's car ride takes us to **San Carlos de Bariloche** for the night. Bariloche, the rail-head for Buenos Aires, is a dusty town of some 15,000 inhabitants on the shores of the lake. There are several hotels.

Bariloche is left by train at 10 p.m., next day. The line runs east for eleven hours through flat, barren, waste country. In summer the dust and heat are great. A transfer is made at Patagones to a more comfortable Pullman train, but there is still a great deal of dust. We arrive at Buenos Aires at 2 p.m., on the second day, after a forty hour

train ride.

The fare for the journey from Puerto Varas to the Argentine railhead at San Carlos de Bariloche is $900 Chilean single, with hotels and meals included. Passages by the "Rapido" have to be booked several days ahead. The names and addresses of the tourist agents are given under various towns. These agents offer many round trips in the lake district. The following are some examples :

Santiago, Valdivia, Puerto Varas, Petrohue, Puerto Montt, Santiago. Round trip, 7 days.

Santiago, Puerto Varas, Petrohue, Peulla, Osorno, Santiago. Round trip, 7 days.

Santiago, Osorno, Puyehue, Puerto Varas, Peulla, Puerto Varas, Santiago. Round trip, 10 days.

Santiago, Lanco, Pirihueico, Osorno, Ensenada, Petrohue, Peulla, Puerto Blest, Petrohue, Puerto Varas, Santiago. Round trip, 11 days.

Santiago, Concepción, Temuco, Valdivia, Osorno, Ensenada, Petrohue, Puerto Varas, Santiago. Round trip, 11 days.

Santiago, Pucon, Puerto Varas, Peulla, Osorno, Termas Puyehue, Osorno, Santiago. Round trip, 13 days.

Santiago, Pucon, Pirihueico, Osorno, Peulla, Puerto Varas, Santiago. Round trip, 15 days.

Santiago, Buenos Aires *via* Chilean and Argentine lakes.

For those interested in fishing the following excursion to the Chilean and Argentine rivers and lakes can be arranged : Los Lagos, Melihue, Rio San Pedro, Purey, Pucon, Rio Trancura. Round trip, 11 days.

For fares, apply to the Tourist Offices or the State Railways. Fares include first class transport, sleeping car and Restaurant cars where necessary, first class hotels and meals, baggage transportation, tips and taxes.

Archipelagic Chile : From Puerto Montt to Strait of Magellan.

Provinces.	1940 census	1952 census	1955 census
Chiloé	101,706	100,371	116,341
Aysén	17,014	25,476	30,345

South of Puerto Montt lies a third of Chile, but its land and its climate are such that it can be put to little human use : less than 1 per cent. of the country's population lives here. It is one of the rainiest and stormiest regions on earth : 200 inches of rain fall on some of it ; 7 days of the year are tempestuous, 25 stormy, 93 squally, and the sun only shines through a blanket of mist and cloud on 51 days of the year. Deep and impenetrable forest covers most of the land. It is only the northern part—the island of Chiloé and a small area round the new town of Puerto Aysén—and the deep south that are inhabited. South of Chiloé, for 700 miles, there is a maze of islands—the tops of submerged mountains—separated by tortuous fjord-like channels, a veritable topographical hysteria. It is fortunate for shipping that this maze has a more or less connected route through it : down the channel between Chiloé and the mainland, and down the Morelada, Messier, Innocentes and Smyth channels into the Straits of Magellan. In some places along this route the tide levels change by forty feet. In the English Narrows two sharp-cut walls, 3,000 feet high, enclose a constricted channel in which the waters are deeper than the cliffs are high. Where the Smyth Channel enters the Strait of Magellan, at Cape Thamar, there is a vivid comment on the dangers of navigation in these waters : a ship's cemetery where a whole shore is lined with stranded hulls and tortured riggings.

There are only two small towns of any note on the island of Chiloé, though there are many fishing hamlets of wooden houses clustered round a church. The hillsides are a patchwork quilt of wheat fields and dark green plots of potatoes, which also grow wild on the island. Inland are impenetrable forests.

Ancud, with a population of 13,981, is on the northern shore, some 8 hours' sail from Puerto Montt. It is an agricultural and timber centre.

Hotel :—Residencia Ancud.

Castro, a minor port on a deep-water inlet on the eastern side of Chiloé Island, is served by local steamers and coastal vessels from Puerto Montt. It is 55 miles by rail south of Ancud. Timber and potatoes and wheat are sold to the mainland, and there is some textile weaving. The town stands on a hill. Population : 22,227.

At about latitude 45°S, far inland at the head of a deep fjord into which the Río Aysén empties, is **Puerto Aysén,** the capital of Aysén Province. Its population is now 5,000. This is a new and slowly growing area of settlement. During the summer at least one boat a week calls from Puerto Montt.

Chilean Patagonia :

Province.	1940 census	1952 census	1955 census
Magallanes	48,813	55,136	63,788

The territory of Magallanes, which stretches north as far as Aysén Territory, contains 66,192 square miles, but it is only inhabited in the south. The island of Tierra del Fuego alone has 48,000 square kilometres, 28,000 of which belong to Chile. The snowline on the mountains descends rapidly towards the south : at Tierra del Fuego it lies at about 2,300 feet in summer. Sleet and snow are common throughout the winter. At Punta Arenas, a comparatively sheltered place, the temperature of the warmest month averages 52.5°F., and of the coldest month, 35.8°. In Tierra del Fuego, the mean temperatures according to observations taken over a period of thirty years are : summer average, 51°F. ; winter average, 35°F.

The summer months are December, January and February, when rains are frequent, although a spell of several weeks of dry weather is not uncommon during this season. For three months of the year snow covers the country, except those parts near the sea. The country is then more or less impassable, except on horseback, owing to snow and swollen torrents.

Strong, cold, piercing winds blow throughout the year and particularly during the spring, when they reach a velocity of 70 to 80 kilometres per hour. The dry winds parch the ground in an astonishing manner, but they prevent the growth of crops, which can only be cultivated in sheltered spots.

The Island of Tierra del Fuego has tracts of flat grass lands covering millions of acres. Forest country backed by mountains rises to a height of over 8,000 feet.

The total pastoral area of Magallanes and Tierra del Fuego is reckoned at six million hectares. Some two millions are private property, but the State still retains 4 million hectares which are leased or rented ; these can only be obtained at a public auction.

The most important industry in the area is the breeding of sheep : the flocks are estimated at 2.6 millions. Coal is mined to supply passing ships at Loreto, near Punta Arenas, and on Riesco Island. Oil has now been found in the region and is being actively exploited.

The British have always been interested in Chilean Patagonia, for at one time there was a large British colony there. But because of restrictions in the employment of foreigners, the British colony has

been diminishing steadily of late. To-day, only a small portion of the developed land in the Province belongs to British subjects. Part of the senior staff in the industrial concerns and a small number of working shepherds are still British or of British descent. The majority of the large sheep farms have British managers, many being the sons of Scottish pioneers.

The only town of any importance is Punta Arenas, where 88 per cent. of the whole population of the Province live ; Puerto Natales, in Ultima Esperanza, has a population of about 6,000.

In Chilean Tierra del Fuego the only town is Porvenir, with a district population of 1,729, largely from Yugo-Slavia.

Punta Arenas, the most southerly city in Chile, and capital of the province of Magallanes, is in the Straits of Magellan at almost equal distance from the Pacific and Atlantic oceans, 1,690 sea miles from Valparaiso, and 1,295 from Buenos Aires. The city is laid out in squares, with 25 streets running north to south and 35 streets running east to west. The population is about 48,000. Most of the smaller and older buildings are made of wood, but during recent years the town has expanded rapidly, and practically all new building is of brick or concrete. All the main roads are paved and the country roads are of gravel.

Punta Arenas is the centre of the sheep farming industry in that part of the world and exports wool, skins, and frozen meat. It is also the port of call for most foreign vessels passing from one ocean to the other, and the home port of the small coasting vessels trading between the southern Chilean ports. Coal has been found in many parts of the territory and a considerable number of small mines are working. The oilfields of Tierra del Fuego are now in production and the products exported regularly. Good motor roads connect the city with (150 miles) Puerto Natales in Ultima Esperanza and the town of Rio Gallegos in the Argentine Republic. There are air services to Rio Gallegos ; Porvenir ; Caleta Josefina and San Sebastian ; Springhill, Manantiales and Bahia Felipe ; and to Natales. There are no railways.

The summer sports are football, tennis, horse-racing, and there is a nine-hole golf course. In winter there is ice-skating and skiing. There is an excellent British Club. As a matter of especial interest to the tourist, there is an excellent museum in the Colegio Salesianos dealing with the Indians, animal and bird life of the region, and other interesting aspects of life in Patagonia and Tierra del Fuego.

Landing :—By motor-boat or tug. Passports are required by all passengers.
Airport : At Chabunco, 11 miles away.
Steamers :—To Valparaiso, by Cia. Chilena de Navigación Interoceanica and Empresa Maritima del Estado ; and Cia. Maritima de Punta Arenas.
To Buenos Aires, by the Cia. Chilena de Navigación Interoceanica and the Soc. Anon. Import and Export de la Patagonia, the agent for both.
Motor Service :—To Rio Gallegos and Puerto Natales three times a week. Private cars can be hired.
Hotels :—Hotel Cosmos, Calle Errazuriz, Cable "Cosmos," ; Savoy, Calle Valdivia ; France, Calle Roca ; Cervantes, Calle Pedro Montt ; Colón, Avenida Colón.
Cables :—West Coast of America Telegraph Co., Ltd., Calle Pedro Montt, 929. All America Cables & Radio, Inc., Calle Bories 638.
Bank of London and South America ; Banco de Punta Arenas ; Banco del Estado.
British Consulate :—Roca 858. The British Club is at the same address.
British Chamber of Commerce :—Casilla 21-D.

Excursions : Within easy reach of the following : Loreto Coal Mine ; Skiing fields ; Silver Fox Farms ; Fuerte Bulnes (old time Chilean Fort reconstructed). The most interesting excursions are in the region of Ultima Esperanza, where the beauty of the scenery can compare with that of the Norwegian fiords. There is fine fishing in the rivers of this region, and plenty of game. Ultima Esperanza can be reached by car, about seven hours' ride in the summer, or by boat in about 30 hours. The road distance is 156 miles. The fiords and glaciers of Tierra del Fuego (44 miles by schooner) are exceptionally beautiful.

There is a Touring Club at Punta Arenas, Casilla 127 (Correspondence in any European language).

ECONOMY.

In terms of employment, Chile is predominantly an agricultural country. Agriculture employs 35 per cent. of the national labour force, industry 17 per cent., commerce 12 per cent., construction 5 per cent., and mining, which produces 83 per cent. of the exports, employs only 4 per cent.

Agriculture : Chile does not produce enough food and tobacco for herself and there are large imports of wheat, cattle and sheep, edible oils, milk products and tobacco. There are some agricultural and pastoral exports, but when to the above imports which Chile does herself produce are added imports of those agricultural products Chile cannot produce—cacao, bananas, tea, coffee, cotton and jute—the adverse balance becomes a strain on the national economy. Chile produces only about 30 per cent. of her food requirements. Agricultural and pastoral products account for only 7.7 per cent. of the total exports ; food alone accounts for 16 per cent. of the total imports by value.

Agriculture is practised only in that part of the national territory which lies between Coquimbo and Puerto Montt, with comparatively small extensions to Chiloé and Patagonia. Only about 60 per cent. even of this territory can be put to effective use. In this area there are 13 million acres of arable land, but only about $3\frac{3}{4}$ million acres are actually cultivated. About 3,000,000 acres are irrigated, but much of the irrigated land is put to pastoral use. At the very least another 2,000,000 acres could be irrigated and cultivated. If this were done, and the rest of the agrarian system modernised, Chile would be able to improve vastly the standard of living of that half of her population now suffering from malnutrition. It has already been explained (in the introduction to this chapter) how the hacienda system is a drag on greater agricultural production. The Development Corporation is now introducing mechanisation and modern techniques into agriculture with some success.

Even in middle Chile, the best agricultural land in the country, **stockraising** is the most important industry : it carries about a million out of the country's total of 2,450,000 head of cattle : the rest are in Forest Chile. Of poor quality, too, are the 3,474,000 sheep in middle Chile, and in Forest Chile. But the 2,400,000 in Patagonia, by contrast, are of extremely high quality, and yield wool, skins,

tallow and frozen mutton for export to the rest of Chile or abroad. Production of greasy wool is about 16,000 tons. Some 60 per cent. of the 640,000 pigs in the country are in Forest Chile.

Cereals : The nine provinces of Forest Chile grow two-thirds of the wheat crop, and that means over half of the country's total production of cereals. Nearly all the oats, too, are grown in this area. Almost all the barley and maize—a fodder crop—are grown in Middle Chile.

Cereals are sown on 967,000 hectares ; of this area 779,000 hectares are sown to wheat ; the crop is nearly a million tons, but there are growing imports. Oats (97,000 hectares) and barley (68,000 hectares) are the other two main crops ; the barley is mostly brewing barley. A small acreage is devoted to maize (55,000 hectares), rye, and canary seed, and 93,000 tons of rice are produced in the flat lowlands of Talca and Linares and elsewhere.

Of the cereals oats, rice and barley alone are now exported, and that in comparatively small quantities.

But Chile's most valuable agricultural exports are the **legumes,** particularly beans and lentils. About 80 per cent. of the beans and lentils are grown in Middle Chile. About 80 per cent. again of the peas are grown in Forest Chile, and two of that area's southernmost provinces produce nearly half the potatoes. Onions, the only legume export which is not falling, are grown mostly in Middle Chile.

Fruit farming has been developed mostly in the region extending about 200 miles north and south of Valparaiso, and near Valdivia in the south. Fresh, dried, canned and preserved fruits are exported. Peaches, pears, plums, apricots, melons and water melons of delicate flavour are the typical produce of the central region. " Honey Dew " melons were introduced a few years ago. They are now exported in considerable quantities to the U.S.A., where they find a ready market, for they arrive during the northern winter. Apples are the most important crop in the south, where also soft fruits—strawberries, raspberries, loganberries and currants—flourish. Tropical fruits like the chirimoya and alligator pear are grown on a certain scale in the northern part. Chilean walnuts are produced, mostly in Aconcagua. Almonds, olives, cherries, oranges, lemons and damsons are all cultivated.

Dried fruits of excellent quality are prepared in the Coquimbo and Santiago districts. Chilean production of dried and stoned peaches, raisins, prunes, apricots, pears and apples, cherries, and figs is increasing.

Apples are the most important export, followed by melons, dried prunes, and pears. There are considerably smaller tonnages of fresh peaches, walnuts and of dried peaches.

Grapes are grown in large part for the important wine industry. There is a small acreage of vines in Desert Chile, mostly around Huasco and Vallenar, but 70 per cent. of the grapes are grown in Middle Chile, mostly in Ñuble Province (unirrigated) and in Talca Province, under irrigation. Good quality **wines** are produced in this area ; half the country's total comes from Talca, Santiago and Linares. There are some vineyards too in northern Forest Chile, where irrigation is not necessary. The vineyards cover 247,000 acres,

with a normal output of 85 million gallons of wine, exported to a value of U.S.$1.6 m. in 1955.

Two crops grown only in Middle Chile are **tobacco** and **hemp.** Aconcagua Province grows half of both crops. Talca supplies most of the rest of the tobacco, and Valparaiso the rest of the hemp. Tobacco production is not quite enough for the country's needs. Hemp acreage has been growing, and there are exports of hemp fibre. The Development Corporation is stimulating the growth of flax in Forest Chile.

Sunflowers, too, are grown only in Middle Chile. The crop is used for processing edible oils, but is very far from satisfying the local needs, though 638,000 quintals were harvested in 1956, compared with 281,000 in 1945.

Timber : Chile has done little to exploit the vast forests of the Archipelago. Her hardwood forests cover 40 million acres, but most of the forest land has not yet been scientifically assessed. Two-thirds of all production is in the Provinces of Valdivia and Cautín, in Forest Chile, where the forests are most valuable and accessible. There are said to be 800 saw mills, and 100,000 persons are employed in the industry. Chile has ceased to import timber, and now exports beech, pine and laurel to a total value of U.S.$15 m. in 1954 and U.S.$15.7 m. in 1955.

About 1,350 m. tons of **quillay** (soap bark) is exported annually.

Fisheries : Fish of excellent quality and of over 200 varieties abound within 30 miles of the long sea coast. The species include haddock, whiting, herring, sole, conger and fish unknown to northern waters, as well as sardines, anchovies, oysters and lobsters. Most of the excellent oysters come from the Bay of Ancud and the Gulf of Quetalmahue.

Chilean fish production has grown from 87,000 m. tons in 1950 to 214,000 m. tons in 1955. A large canning industry—there are 23 canneries—has supplanted imports of fish food. Fish meal is exported.

The main Chilean **whaling** centres are at Quintay, an hour's run by car south of Valparaiso, and at Caleta Molle, near Iquique. Catch : 1,298 a year.

MINERALS.

The importance of her mineral wealth to Chile can be gauged from the fact that in 1955 minerals accounted for not less than 83 per cent. of the total exports by value. Copper accounted for 66.7 per cent. and nitrate and iodine for 11.6 per cent. But it must be remembered that this is deceptive in terms of available foreign currency, for there are large foreign investments in both copper and nitrate, and the proceeds from the sale of the exports do not return in full to the country.

The **nitrate of sodium** deposits in Desert Chile are no longer the prolific source of wealth they used to be, for synthetic nitrates have now largely displaced the natural salts. The Guggenheim process, which has made possible the economical working of low percentage bearing rock, prevents the industry from collapsing.

Production is now concentrated at the María Elena and the Pedro de Valdivia oficinas near Tocopilla and Antofagasta, and at smaller ones in Tarapacá province which still use the old Shanks process of treatment. Production in 1955 was 1.5 million tons. Much of the world's **iodine,** a by-product of the industry, comes from Chile, though there is strong competition from Japan.

Export of nitrate : 1954—1,578,167 m. tons, value U.S.$64.3 m. ; 1955—1,325,573 m. tons, value U.S.$52.8 m.

Export of iodine : 1954—1,172.8 m. tons, value U.S.$2.7 m. ; 1955—856,295 m. tons, value U.S.$2.3 m.

Chile has other non-metallic minerals which are being exploited to some extent : kaolin, limestone, quartz, barium sulphate, gypsum and guano. About a million tons of limestone and over 70,000 m. tons of gypsum are produced.

Copper has been worked in the mountains of northern Chile for three generations. Copper to-day brings Chile 70 per cent. of the foreign exchange she receives. Ninety per cent. of the mining is in the hands of American companies. Sixty per cent. of this figure is produced by the two subsidiaries of the Anaconda Copper Company at Chuquicamata, inland from Tocopilla, and Potrerillos, inland from Chañaral ; and 40 per cent. by the Kennecott Copper Company subsidiary known as the Braden Copper Company at El Teniente, south-east from Santiago. The first named mine produces electrolytic, the second blister, and the last refined copper. The Government's Paipote smelter, near Copiapo, produces blister, refined in Germany. Ores come from hundreds of small producers. In Chile, as in Bolivia and Peru, a small proportion of gold and silver is found in association with the ore.

Costs of production are steadily rising. Production has dropped from 20.4 per cent. of world production in 1945 to under 12 per cent. Production of copper was 363,655 m. tons in 1954, and 433,520 m. tons in 1955. Chile now exports more copper than any country.

Export of copper bars : 1954—351,232 m. tons, value U.S.$232.1 m. ; 1955—385,686 m. tons, value U.S.$309.2 m.

Export of copper minerals and concentrates were valued at U.S.$12.2 m. in 1954 and U.S.$13.6 m. in 1955.

Crude copper sulphate production is 1,000 m. tons. Three-quarters of it is exported.

Molybdenum concentrates are recovered from copper refining by differential flotation at the El Teniente copper mine. Some 400 tons of this precious metal are produced each year in this way. Export of molybdenum or was valued at U.S.$3.5 m. in 1955.

Steel Plant : The Cía de Acero del Pacifico operates a great new steel plant at Huachipato, a mile from Talcahuano, near Concepción, and manages an old high-cost iron foundry at Corral, near Valdivia. This steel industry has been made possible by the availability of coal, iron ore, limestone, manganese and power. Chile's main coal field is close to the plant, at Lota, Coronel, Lebu, Penco, Curanilahue and Collico, immediately south of Concepción : coal is brought in by a short railway or by sea. 35 per cent. of the coal used at the steel works is imported. The iron ore and manganese are more distant, and have to be brought in by sea from the north. The main manganese and iron deposits are found in Coquimbo province, the

iron at El Romeral, (near El Tofo) whose port is Guayacán, just north of Coquimbo. The iron deposits are rented on a royalty basis to the American Bethlehem Steel Company.

The Cerro Negro and Carmen deposits in the Atacama area are also being developed.

The ore is very pure (60 per cent. average content) and free from sulphur and phosphorus. There are also megnetite deposits (19 per cent. to 48 per cent. iron content) at Potrero de Punucapa near Corral : these are the ones used for the steel plant at Corral.

Power for the Huachipato plant comes from the near-by hydro-electric power station of Central Abanico ; fresh water is piped from the Bio-Bio.

The Cía de Acero del Pacifico gives the following figures of production :—

	Metric Tons.	
	1954	1955
Furnace Iron	276.975	227.434
Steel Ingots	320.949	289.755
Bars, structural shapes and piping strips ..	124.740	117.539
Sheets and Triplate	96.028	99.572

Iron production was 940,466 m. tons fine content in 1955 ; 1,236,648 m. tons of iron ore, value U.S.$6.1 m. were exported.

The total output of **coal** was 2,093,081 m. tons in 1955. Chile exports some coal but imports more. The reserves are not great : enough for half a century at the present rate of extraction. Coal in the Concepción area is sub-bituminous and the seams irregular. The coal mined on Riesco Island and near Punta Arenas is lignitic ; coal distillation would make these fields important.

There are very large reserves of **manganese** with an average ore content of 46 per cent. Almost the whole production now comes from the province of Coquimbo. Export of the ore was valued at U.S.$1,101,000 in 1955.

The depreciation in the value of the currency has given a great impetus to the **gold** mining and washing industry, which had previously been gradually declining. Gold production was 3,822,000 grammes of fine gold in 1955 (1,446,000 from mines and placers, 1,205,000 from concentrates and precipitates, and 1,171,000 from copper bars).

Silver mining in Chile, one of the great silver producers of the last century, has dwindled to almost nothing ; it is now being mined only near Taltal, in Antofagasta. Most of the silver production is now represented by the silver content of the copper bars exported from Potrerillos. Production was 53,328 kilos in 1955.

About 3,600 tons of **lead** is produced as a by-product of the mining of gold and silver. High grade deposits of lead and zinc are being worked at Puerto Crisal in Aysén province. Zinc production is 2,500 tons. Zirconium has been found at Hualqui, near Concepción.

Scattered volcanic **sulphur** deposits occur near the crest of the Andean range along its entire length of 4,000 miles ; the richest sector is the Andes Sulphur Belt running 600 miles from southern Peru to Concepción, Chile. There are 41 mines in this area, most of them at very great heights. The Aucanquilcha mine, 16 miles west of Ollagüe station on the Antofagasta-La Paz railway, stands at 20,000

feet. Probably the highest road in the world is that to Putana mine ; it reaches 18,500 feet. The ore varies from 45 to 60 per cent. sulphur. Chilean poential is at least 120,000 tons a year, but production is only 25,900 m. tons. Refineries are at Ollagüe and Arica. Sulphur (rock and sublimated) is exported.

Petroleum has been found and is being exploited in north-eastern Tierra del Fuego, towards the Atlantic end of the Strait of Magallanes. The producing wells are at Cerro Manantiales and to the south of it. A gas line, 19 miles long, conveys the wet gas to the gas plant at Manantiales. A parallel pipeline takes the oil to Manantiales, whence it is run by an 8-mile pipe to Caleta Clarencia, the embarkation point in Bahia Clarencia, 42 miles away.

Some of the wells yield gas, some are oil producers. In 1955 total production was 2,580,984 barrels. A national refinery has been built at Concón, near Valparaiso, and there is a smaller one at Manantiales.

INDUSTRIAL DEVELOPMENT.

Chile had begun her industrial programme before the first World War. It was greatly accelerated by that war, the depression of the thirties, the formation of the Development Corporation in 1939, and the second World War. Since 1938 there has been an increase of 236 per cent. in industrial production. Much of this can be put to the credit of the Development Corporation, which has invested the considerable funds allotted it by the Government and loans made to it by the Export-Import Bank of Washington in increasing hydro-electric supplies, in creating petroleum and steel industries, and in stimulating a number of industries, transport, and agriculture.

Industries are located where the population is greatest. About 54 per cent. of all manufacture is at Santiago, 20 per cent. at Valparaiso, and most of the rest at Concepción and Valdivia. As a general rule those industries which use imported raw material are at the tidewater, mostly at Valparaiso. Nearly all the production is consumed internally, though metal manufactures are now being exported.

The largest group is the food, beverage and tobacco processing industries : the tinning of fruits and fish, dried fruits and vegetables, biscuits, wheat products, frozen mutton, wines, etc., all based on home production ; the sugar refining, chocolate and edible oil industries depend (for the most part) on imports. Some of the end products are exported.

The textile industry is important. Cotton textiles head the list, but are dependent, like the jute and sisal industries, on imports. The wool industry, though resting for the most part on Chilean wool, imports special types (Chile has large exports of wool). There are two viscose-cellulose factories to supply the rayon industry, which has grown rapidly since 1941. The hemp and linen industries depend on home produced hemp and flax. For the whole industry, perhaps half the fibres are imported.

The metal and metal products industry has been given a great fillip by the new steel mills at Huachipato and will no doubt soon cease to be dependent on imports : it is now quite a large exporter. The steel industry has also added the by-products of coking to the

range of chemicals already produced : acids, alcohol, turpentines, fertilizers, explosives (exported), paints, soaps, and pharmaceutical and toilet articles.

The industries based on home-produced leather from native hides and skins and imported rubber are the next most important. Cement production is 801,000 m. tons annually, enough for local needs. There is a large supply of wood pulp and paper and cardboard from Chilean lumber by 13 mills.

Altogether there are 5,585 manufacturing establishments in the country, employing 204,856 men and 91,344 women. The individual establishments are on the whole small, but there is a growing tendency to amalgamate.

Power : Further industrialisation is dependent upon making available more and more of the 12 million kilowatt hydro-electric potential in the country ; this lies mostly, or can most easily be developed, in the all-the-year round flow of the Andean streams in Middle Chile or the lakes of Forest Chile : not much is available in Desert Chile, which has to depend on imported petroleum and diesel oils. Total installed capacity was 568,200 kW in 1955 ; of this, 514,000 kW is hydro-electric.

NATIONAL TRADE.

The largest exports are of copper bars, nitrate of soda and iodine, metal manufactures, timber, cereals, vegetables and fruit. Agricultural products, machinery, tools and electrical equipment, and the industrial oils, paints and chemical groups head the list of imports, followed by transport materials ; raw cotton ; petroleum and diesel oils ; iron, steel and other metals and manufactures ; textiles, including yarn.

Chile imports and exports certain groups. Petroleum, for example, is exported from Tierra del Fuego to Uruguay and imported further north. And the same applies to wool.

	Exports	Imports
	Millions of U.S.$.	
1952	460.6	370.0
1954	403.2	343.1
1955	474.7	376.3

Note :—The whole of the proceeds of the two main exports, copper and nitrate of soda, do not become available to pay for imports ; the above figures do not therefore give a true picture of Chile's balance of trade.

The U.S.A. supplied 43.5 per cent. of the imports and took 41.7 per cent. of the exports in 1955. In trade with Europe, the U.K. came first, and Germany second.

NATIONAL DEBT.

A December 31, 1955 :—

External Debt	U.S.$339.9 millions.
Internal Debt	30,590.9 million pesos.

INFORMATION FOR VISITORS.

How to reach Chile :

FROM EUROPE : BY SEA : By Pacific Steam Navigation Company's mail steamers from Liverpool to Valparaiso direct *via* the Panamá Canal. (Occasionally a steamer goes through the Straits of Magellan). The voyage takes from 26 to 32 days, according to the steamer. By the Compagnie Generale Transatlantique to Antofagasta, Arica and

Callao from North European ports.

By Conference Line to New York, then by Grace Line mail steamers to Chilean ports *via* the Panamá Canal. Average, 28 days.

By Sea, Rail, and Air : By Royal Mail Lines, Ltd., or Blue Star to Buenos Aires (22 days), and thence to Santiago or Valparaiso by air (3½ hours) or by rail over the Andes (37 hours).

By Cunard White Star Line to New York, then by Pan-American Airways and Panagra direct to Santiago. Time taken : 11 to 16 days according to connection at New York.

By Air : British Overseas Airways Corporation, K.L.M., and the Scandinavian Airlines System all fly from Europe to Chile *via* Rio de Janeiro, Montevideo and Buenos Aires. From London to Santiago, with an overnight stop at Buenos Aires, takes 2½ days. BOAC service temporarily suspended.

From the U.S.A. : By Sea : By Grace Line or the Chilean Lines from New York *via* the Panamá Canal. Time taken : 18 days.

By Air : Pan American Airways connect with Panagra planes at Balboa (Canal Zone) on the route south to Santiago.

From Neighbouring Countries : There are railways from La Paz (Bolivia) to Antofagasta, and to Arica. There are two railways from Argentina : the Transandine from Buenos Aires to Santiago and Valparaiso, and from Salta to Antofagasta. Various air-lines have services to Santiago from Montevideo and Buenos Aires, La Paz, Asunción (Paraguay), Rio de Janeiro and São Paulo, in Brazil, and from Lima, Peru.

Information on the spot : The tourist agents are listed under the main towns and tourist resorts. The Chilean State Railways issue each year an illustrated " Guia del Veraneante," a useful guide with good maps. Several cities run their own Information Bureaus.

Internal Air Services : The Chilean National Airline, (LAN), besides running internal services, flies to Buenos Aires by reciprocal agreement with Aerolineas Argentinas, which flies to Santiago.

The services of LAN are as follows from Santiago :—

Tuesdays, Thursdays and Saturdays to Vallenar, Copiapo, Chañaral, Taltal, Antofagasta, Tocopilla, Iquique and Arica.

Mondays, Wednesdays and Fridays to Ovalle, Serena, Vallenar, Copiapó, Antofagasta, Tocopilla, Iquique and Arica.

Daily (except Sundays) to Antofagasta and Arica ; to Serena and Copiapo ; to Serena ; to Ovalle and Serena.

Wednesdays (International) to Antofagasta and Arica, making connection with Faucett flights in Peru.

Mondays, Wednesdays, Thursdays and Saturdays to Buenos Aires and Montevideo.

Tuesdays and Saturdays to Mendoza.

Daily (except Sundays) to Concepción.

Regional Services from Punta Arenas ; to C. Josefina and S. Sebastian (Fridays) ; to B. Folipe, Springhill and Manantiales (Wednesdays) ; to Porvenir (Daily) ; to Natales (Tuesdays, Thursdays and Saturdays) ; to Rio Gallegos (Mondays and Thursdays).

Cia. Nacional de Turismo Aereo Ltda. (" CINTA ").

Head Office : " Hotel Carrera," Santiago.

This Line maintains service from Santiago to the South of Chile—Valdivia/Osorno on Tuesday, Thursday, and Saturday ; Pucon/Puyehue/ Osorno Monday and Friday. Also to the North of Chile—Potrerillos, Calama, Chuquicamata : Monday, Wednesday, Friday and Saturday ; Antofagasta : Friday and Saturday. This airline also maintains service to Bariloche, Argentina, on Wednesday only.

Rates with taxes are : O.W. Valdivia ($8.200), Osorno ($9.000.-) Pucon ($11.000.–), Puyehue ($13.500), Bariloche ($16.500.-) Potrerillos ($11.552) Calama ($14.000.-), Chuquicamata ($14.050), Antofagasta ($11.900). Round trip 10 per cent. rebate.

Seasons : Winter in Europe is summer in Chile. The best time for a visit is between October and April when fine weather is almost assured. The seasons are : Spring—September 21 to December 21 ; Summer—December 21 to March 21 ; Autumn—March 21 to June 21 ; Winter—June 21 to September 21.

Travel Papers : Valid passports, visaed by a Chilean Consular Officer, are necessary ; passengers are required to call in person at the Consulate. Travellers must also have various medical certificates ; the requirements may vary according to the route travelled : the shipping company or the travel agent will give up-to-date information on this. And unless the traveller goes direct by sea through the Panamá Canal, transit visas for the countries he goes through are also necessary.

Two types of visa are given : the Tourist Visa and the Commercial Visa. Under the Tourist Visa the tourist must not stay in Chile for more than 69 days, but he can leave without taking out a Chilean identity card. But he must apply for an exit visa (2,800 pesos) and a " salvo conducto " (safe conduct), 60 pesos. The Commercial Visa allows a stay of six months, but during the first 30 days an identity card (2,800 pesos) must be obtained ; a British Consulate should first be approached. If the card is applied for after 30 days, the traveller is liable to a fine of 1,400 pesos. Holders of this visa too must apply for an exit visa and a " salvo conducto " before leaving, and present a certificate from the Chilean Income Tax authorities.

Neither visa can be extended except in very exceptional cases. Those who overstay their time on a Tourist Visa must comply, on leaving the country, with the formalities in force for the holders of the Commercial Visa, and are liable to a fine of 1,200 pesos.

A visa is not required for a stay up to three months by U.S. tourists. An extension of this period may be granted on application.

Duty upon Baggage :—Ship captains are bound, under Chilean law, to require from passengers a written declaration specifying all articles included in their luggage which are not covered by the definition " baggage " (*equipaje*) of the Chilean Customs Tariff, and which are consequently not entitled as such to duty-free admission. Duties are not levied on those articles which come under the definition of " personal effects " up to a valuation of U.S.$2,000.

Clothing :—Warm sunny days and cool nights are usual during most of the year except in the south, where the climate resembles that of Scotland. Travellers should bring clothing as worn at home in spring and summer, including an overcoat. No tropical kit is required, but palmbeach or tropical worsted suits are useful in January and February, especially if any time is spent in the parched desert towns of Antofagasta, Iquique and others in the north, or inland in the mining districts. Warmer clothing is necessary at sundown. The Northern desert zone is rainless, but sea fogs are frequent. Punta Arenas in the extreme south is scourged by bitter winds. This free customs zone is prosperous and worth a visit, but is more accessible from Argentina.

Health : The water supply is usually good, but it is advisable to drink bottled water on trains and away from the larger centres. The hotels and restaurants are usually clean. Inoculation against typhoid

is a wise precaution.

Business Men and Commercial Travellers visiting Chile are strongly advised to read " Hints for Businessmen Visiting Chile," free on application to the Commercial Relations & Export Dept., Board of Trade, Horse Guards Avenue, London, S.W.1.

The hours of business are generally longer in Chile than in the United Kingdom, the average hours being 9 a.m. to 7 p.m. There is, however, a two hours' interval at luncheon time and most business houses and banks observe this from 12.30 p.m. to 2.30 p.m. In Government offices the interval is generally from noon to 2 p.m. For practical purposes it may be said, therefore, that business is suspended from noon until 2.30 p.m.

Taxis are plentiful but somewhat dear ; some have meters. Those without should state their fare for the journey beforehand. There is no need to tip : local people never do unless some extra service, like the carrying of luggage, is given.

The **metric** system is obligatory, all other measures being excluded by law. Local use is made of the Spanish quintal, which equals 46.09 kilos, or 101.443 lb.

Living Conditions and Cost :—There is an adequate, if seasonal supply of all the usual fruits and vegetables. Milk, in pasteurised, evaporated, or dried form is obtainable. Chilean tinned food is dear. Food prices are nearly four times what they were in 1940. All imported goods and drinks are dear. Chilean grown food lacks calcium, but this can be corrected by taking calcium pills.

In 1955 furnished rooms with board were let in Santiago at from 13,000 to 20,000 pesos per month. An unfurnished flat cost from 15,000 to 35,000 pesos a month, according to position—the average was from 20,000 to 25,000 pesos. " Chalets " and bungalows ranged from 25,000 pesos for a single storey to 45,000 pesos a month for two storeys. Hotel charges for a room without meals were from 1,500 to 4,000 pesos a day. Both rents and hotel charges are somewhat less in the smaller cities.

There is electricity in all the large towns and most parts of the country. Gas for water heating and cooking is available at Antofagasta, Santiago, Valparaiso, and Concepción. Water rates are about 500 a month in winter, and 500 in summer. The monthly rental for a telephone is 1,500 pesos. Wood and coal are used widely for heating and cooking, but coke is most used for heating. The heating bill comes to about 2,000 pesos a month in winter.

Import duties on furniture are prohibitive. Ready-made furniture can be bought in Chile at a high price. The visitor should take what clothes he needs for a stay, for local clothing is very dear and often not of the best quality.

The average wages paid in Santiago to cooks run from 5,000 to 7,000 pesos a month, plus meals, room, uniforms, and a social security payment of 34 per cent. of the wage. The servant should contribute 7, and the employer 27 per cent., but in practice the employer pays it all. Maids get from 4,000 to 6,000 a month, plus security benefits. Gardeners, window cleaners and polishers are on a day basis. They get from 400 to 600 pesos a day, and generally meals as well. A Chilean servant cannot be discharged, except for serious delinquency, without 15 days' notice or payment in lieu. They get a fortnight's

holiday with pay during the year. They are paid somewhat less in other cities.

The cost of living is still rising. Taking the index for March, 1928, as 100, the indices stood as follows in September, 1956 : Food—7,501.2 ; rents—2,899.3 ; heating and light—6,191.9 ; clothing—16,982.5. The general index stood at 10,444.8. The cost of living rose by 70 per cent. in 1954, another 83.8 per cent. in 1955, and a further 38.2 per cent. in 1956.

The unit of **currency** is the peso. Currency in circulation consists of paper issued by the Banco Central in notes of the value of 10,000, 5,000, 1,000, 500, 100, 50, and 20 pesos ; metal coins of 10 pesos (1 cóndor), 5 pesos (half-cóndor), and smaller values. The abbreviation m/c (moneda corriente) usually follows the amount. On 23/1/57, the curb rate was 605 pesos to the U.S.$, 1,650 pesos to the £.

The gold peso of sixpence gold exists only for statistical and Customs purposes. To convert gold pesos to sterling for statistical purposes, the factor of 19.55 gold pesos to the £1 should be used. For Customs purposes, 1 gold peso equals 6.40 paper pesos.

Under the exchange control system imports are divided into four categories, each with its separate exchange rate.

POSTS AND TELEGRAPHS.

Inland letters $3.0 per 20 grammes ; inland book post $3.00 per 50 grammes ; sample post (abroad) $3.00 per 50 grammes. Chilean newspapers posted by their publishers—free.

Postage from U.K. to Chile, 4d. first ounce, 2½d. each ounce after. Air mail from the United Kingdom, see page 28.

The West Coast of America Telegraph Co., Ltd., has branches at all important ports and at Santiago. Communication is provided with all parts of the world ; also by All America Cables & Radio, Inc., from stations at Antofagasta, Arica, Iquique, Los Andes, Santiago, Tocopilla and Valparaiso, and by Transradio Chilena, with offices at Santiago and Valparaiso.

Ordinary **telegrams** (Spanish), 10.00 pesos per word ; urgent telegrams (Spanish), at triple rates. Telegrams in code or foreign languages are charged double rates.

The telephones are in the hands of private companies, but the State runs the telegraphs. There are radio-telephone and radio-telegraph services to most parts of the world. A commercial radio service operates between Santiago and Punta Arenas.

There is a chain of **wireless** stations at Arica, Antofagasta, Coquimbo, Valparaiso, Talcahuano, Punta Arenas, and Juan Fernandez. The numerous other subsidiary stations are in intermittent work. There are international radio stations at Quilicura and Cisterna, operated direct from the Transradio Company's Santiago office.

Broadcasting is carried on by numerous stations which accept advertising matter. The "Union de Recreo" station at Vina del Mar (C.B. 84) gives a British hour on Wednesdays, 7-8 p.m.

PUBLIC HOLIDAYS.

Jan. 1 : New Year's Day.
April : Good Friday.
April : Saturday of Easter Week.
May 1 : Labour Day.
May 20 : Ascension Day.
May 21 : Navy Day.
June 12 : Corpus Christi.
June 29 (Sun.) : St. Peter and St. Paul.
Aug. 15 : Assumption.
Sept. 18 : } National Holidays.
Sept. 19 : } Independence of Chile.
Oct. 12 : (Sun.) Discovery of America
Dec. 8 : The Immaculate Conception
Nov. 1 : All Saints' Day.
Dec. 25 : Christmas Day.

THE PRESS.

SANTIAGO daily papers :—" La Nacion," " El Mercurio," " El Diario Ilustrado," " La Ultimas Noticias," " El Debate," The " Diario Oficial " is the official gazette. VALPARAISO daily papers :—" El Mercurio," " La Union," " La Estrella," weekly : " The South Pacific Mail " (English language) : monthly : " Caminos y Turismo " (official organ, Association de Automovilists).

Local Dishes :—The common denominator of all menus in Peru and Chile is *cazuela de ave*—a luscious concoction en casserole containing large pieces of chicken, whole potatoes, whole ears of corn, rice, onions, and green peppers. Other popular Chilean dishes are *pancho villa*, which is also a casserole dish composed of beans, corn, and poached eggs cooked in beef juice flavoured with garlic ; *empanadas de horno*, which are turnovers with a filling made of raisins, stuffed olives, and meat and onions and peppers chopped up together ; *papas rellenas* : mashed potato patties hollowed out and filled with chopped meat or cheese, and onions—dipped in beaten egg and fried.

But what gives Chilean food its personality is the sea-food. The conger eel is Chile's national dish and *caldillo de congrio* (a soup served with a massive piece of fish, onions and potato balls) is a monumental creation of Chilean cooking. *Paila chonchi* is a kind of bouillabaisse, but has more flavour, more body, more ingredients.

Alligator pears, or paltas, are excellent, and play an important role in recipes. They are usually served in salads—one general favourite is alligator pear stuffed with shrimp served with mayonnaise dressing, or simply sprinkled with lemon juice. Another delicious salad is *ensalada de bacalao*, made of flakes of cold boiled codfish topped with a layer of raw onions, topped in turn with slices of cold boiled potatoes with a dressing of vinegar and oil, ringed around with slices of alligator pear. A highly favoured version of banana is *platano en dulce*—bananas sprinkled with cracked meal, cinnamon and powdered sugar placed in a pan greased with melted butter and baked slowly in the oven.

Drinks : Imported whisky and wines are very expensive. The local wines are quite good. The best ones (named Maipo, Aconcagua, Lontue and Cachapoel) are from the central areas. Itata and Cauquenes in the south produce good wines. The northern wines (Huasco and Elqui) contain more alcohol : the Huasco anejo is a sweet wine almost like sherry.

Red wine is vino tinto. The bottled wines are graded, in decreasing excellence, as gran vino, vino especial, and vino reservado.

Good gin is made in Chile : gin and tonic is a cheap, safe daytime drink. Pisco liqueur is also cheap, if somewhat dangerous. Champagne is cheap and good. Reasonably good brandy, anis or creme de menthe are all bottled in Chile.

Sports : The Chilean State Railways and the tourist agencies will give all the necessary information about sport. Skiing is popular, and there are numerous ski clubs. The season runs from mid-June to November. Horse racing is a popular sport and meetings are held every Sunday and on certain feast days at Viña del Mar and at Santiago throughout the year. Santiago and Valparaiso residents

fish in the mountain resort of Río Blanco, and some of the world's best fishing is in the Lake District. The licence required can be got from the local police or such angling associations as the Asociación de Pesca y Caza, which gives information on local conditions. Other popular sports are Association Football and basket ball. Viña del Mar has a cricket ground; on Saturdays there are polo matches at Santiago.

National Lottery: There are two lotteries: the Loteria de Concepción, every other Sunday, and the Polla Chilena de la Beneficia every month. Prizes range from 7 million pesos on the former up to 21 millions from the latter.

British Representation in Chile: The British Embassy in Santiago is at Bandera 227 (3rd floor), over the Bank of London & South America. P.O. Box—Casilla 72D. Telephone, 61151. The Ambassador is Sir Charles Empson, K.C.M.G. There is a Consulate at the same address.

The Consulate General is at Calle Prat 872 (fifth floor), Valparaiso. There are Consular offices at Antofagasta, Iquique, Tocopilla, Concepción, Coquimbo, Osorno, Punta Arenas, and Valdivia.

Chilean Representation in Britain: The Chilean Embassy and the Chilean Consulate are at 3, Hamilton Place, London, W.1. The Ambassador is Don Enrique Balmaceda Toro.

There is a Chilean Consulate-General at Tower Building, Water Street, Liverpool.

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COLOMBIA

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COLOMBIA, with 455,335 square miles, is the fourth largest country in South America and has the third largest population (12.6 millions). It is the only South American republic with coastlines upon both the Atlantic (1,000 miles) and the Pacific (812 miles). Three-fifths of the country is almost uninhabited lowland; 98.7 per cent. of the population is concentrated in the remaining and mostly mountainous two-fifths, and lives for the most part in narrow valleys or isolated intermont basins, each with its distinctive soil and climate and pattern of life. Nor is the population homogenous, as in Chile, but infinitely varied, ranging from pure white, pure Indian, and pure black to blood mixtures of all three.

The comparatively unimportant three-fifths of Colombia, in terms of human settlement, lies E of the Eastern Cordillera, where there are prolongations into the country of the Llanos of the Orinoco, of the Guiana Highlands, and even of the Amazon basin. Near the foot of the Eastern Cordillera the plains are used for cattle ranching, but beyond is jungle. Islands of settlement in it are connected with the rest of the country by plane, but there are no railways, and very few roads: communication is by launch and canoe on the rivers, the Putamayo, Caquetá, Guaviare, Vichada, Tomo, Meta and their tributaries, and Colombia's 73 miles of Amazon. Only 1.3 per cent. of the population lives in this vast land of 270,500 square miles: a density of .56 to the square mile.

In the western two-fifths of the land, where nearly all the people live, four ranges of the Andes run from S to N, dipping finally into the lowlands of the Caribbean. Between the ranges run deep longitudinal valleys. Of the 14 main clusters of population in the country, no less than 11 are in the mountain basins or in the longitudinal valleys. The other three are in the lowlands of the Caribbean.

The first 200 miles along the Pacific coast N from the frontier with Ecuador to the port of Buenaventura, is a wide, marshy, and sparsely inhabited coastal lowland. But along the coast from just N

of Buenaventura to the frontier with Panamá there runs a narrow and extremely rugged chain of mountains : the Serranía de Baudó, whose tallest summit is under 6,000 feet. E of this range the south-western coastal lowlands are prolonged in a low trough of land which runs all the way from Buenaventura to the Caribbean ; E of the trough again rise the slopes of the Western Cordillera. The trough—the Department of the Chocó—is drained southwards into the Pacific by the Río San Juan, navigable for 125 miles, and northwards into the Caribbean by the Río Atrato, navigable for 340 miles. Negroes pan 11 per cent. of Colombia's gold and dredge nearly all Colombia's platinum from the two rivers. The small town of Quibdó, the only town in the Department, is the centre of the industry. The climate is hot, torrential rain falls daily, and the land is marshy, pestilential, jungled and heavily forested. The inhabitants are mostly Negroes, with a few whites and Indians.

From the borders of Ecuador two ranges of mountain, the Western Cordillera and the Central Cordillera, run N for 500 miles to the Caribbean lowlands. Five peaks in the Western Cordillera are over 13,000 feet ; the highest, the volcano of Cumbal, is 16,049 feet, but none reaches the snowline. The Central Cordillera, 30 or 40 miles wide, is by much the higher : six of its snowclad peaks rise above 16,000 feet and its highest, the volcano cone of Huila, is 17,851 feet. There are no large intermont basins in either, and hardly any level land, but there are narrow ribbons of soil along some of the rivers. In spite of these difficulties, there is one of the most important population clusters in all Colombia in the heart of the Cordillera Central.

Between the two ranges, as they emerge from Ecuador, lies a valley filled in the south to a height of 8,000 feet by ash from the volcanoes. Not far from the frontier there is a cluster of self-subsisting Indians around Pasto. This highland is drained by the Río Patía, which has broken through the rim of the Western Cordillera to make its way into the Pacific N of the small port of Tumaco. Gold is panned in this river. But in the northern three-fifths of this valley between the two ranges, roughly from Popayán past Cali to Cartago, there is a most important cluster of people cultivating a rich soil. This, the Cauca Valley, at a height of about 2,500 feet, is drained northwards by the Cauca river. Popayán is the residential town of the valley, Cali its place of business, and a railway runs from Cali over a low pass of less than 5,000 feet in the Western Cordillera to Buenaventura. Sugar cane was the great crop of this valley in Colonial times, and Negro slaves were imported to work it. Sugar is still one of the main crops and the population is still predominantly Negro or mulatto. The crop has now been varied with tobacco, cacao, and bananas, and there are large herds of cattle. Coffee is grown on the Cordillera slopes above 2,000 feet. A "Tennessee Valley" scheme of development to control floods, improve farming, and to produce electric power is now being applied in the Cauca Valley.

At Cartago the two Cordilleras close in and the Cauca Valley comes to an end. The river now enters a deep and very heavily forested gorge which runs between the Western Cordillera and the Central

Cordillera all the way to the Caribbean flatlands. About 125 miles up this gorge is the old colonial gold mining town of Antioquia, built on a narrow lowland along the banks of a tributary of the main stream. There are comparatively unimportant settlements on pockets of land in this area. But to the E of this small town, in the Cordillera Central and at an altitude of 5,000 feet, is the central node of one of the most important clusters in Colombia : Medellín. The valley in which Medellín lies, the valley of the Río Porce, is narrow and not more than 12 miles long, but Medellín itself is now the second city in Colombia. More: the original cluster, which kept its racial strain pure, has expanded vigorously southwards through the Central Cordillera to Manizales and well beyond the Armenia-Ibagué road into the Department of Valle, high above the Cauca Valley. Most of the coffee and 77.5 per cent. of the gold comes from this area.

N of Medellín the Cordillera Central splits into three ranges, each separated from the other by a stream flowing into the Caribbean. This area recapitulates in little the large geographic picture of Colombia.

Near Latitude 2, about 200 miles, that is, N of the border with Ecuador, an Eastern Cordillera, the longest of all, rises and swings N and then NE towards Venezuela. About Latitude 7 it bifurcates : one branch, the Sierra de Perijá y Motilones becomes the western rim of the Maracaibo basin. The other branch runs E into Venezuela, to the S of Maracaibo basin.

Between this Eastern Cordillera and the Central Cordillera runs the 1,000-mile long Magdalena river, with the Caribbean port of Barranquilla at its mouth. There are more intermont basins in the Eastern Cordillera than in the others. Its peaks, like those of the Central Cordillera, rise above the snow line. Ritacuva, in the Nevado del Cocuy (just before the Cordillera bifurcates) is 18,028 feet, but that is exceptional. The basins are mostly high : at an altitude of from 8,000 to 9,000 feet. The mountain torrents born in the snow fields run over alluvial fans into these basins and wander sluggishly through the broad valleys, sometimes forming swamps, sometimes lakes, before descending over the lips of the basins—sometimes in cataracts, as in the Falls of Tequendama—towards the Magdalena river.

There are three clusters of population in the deep valley of the Magdalena along its upper reaches in the departments of Huila, Tolima, and Cundinamarca. Coffee is the main crop in all three. Below Honda the river banks are comparatively unsettled, though there are a few clearings made by the descendants of Negro slaves who settled along the Magdalena after their emancipation. There are oil camps in the valley, particularly at Barrancabermeja, but the extraction and refining of oil needs only a small group of workers.

This picture may be greatly changed in the near future. A 236-mile-long railway is now being built down the valley from La Dorada to Capulco, near Gamarra. Some 3 million acres on both sides of the railway have been declared a national reserve. Some of the land is specially suited to the growing of rice, maize, cacao and cotton and the raising of cattle. The Government plans to settle 20,000 families, or roughly, 100,000 people on this land.

The three existing clusters on the Upper Magdalena are insigni-

ficant compared with the great cluster—the nation's capital, Bogotá, is its centre—in a high basin of the Eastern Cordillera, 100 miles E of the Magdalena river. It was here that the Conquistadores found the socially developed Chibchas, the only group of sedentary farmers in Colombia. There was little or no gold or silver, but the Chibchas formed a useful pool of labour, and here, in 1538, the Spaniards founded the city of Bogotá. The great rural activity of this population cluster is the growing of food : cattle, wheat, barley, maize and potatoes, but Bogotá itself, a city of 700,000 people, has far outstripped its primary function as the centre of a cluster : it is now the cultural and social and administrative focus for the whole country.

Roads and railways run N from Bogotá to the basins of Chiquinquirá and Sogamoso, over 100 miles away. Both are in the department of Boyacá, with Tunja, on a mountain between the two, as capital. Both basins, like the Bogotá basin in Cundinamarca, produce food, though there are emerald mines not far from Chiquinquirá.

There are other basins in the N of the Eastern Cordillera : in the Departments of Santander and Norte de Santander at Bucaramanga and Cúcuta, and a small one at Ocaña. Movement into these basins—by Europeans and mestizos—did not take place until the 19th century, when cinchona bark rose into high demand. By 1885 this trade was dead, but by that time coffee was beginning to be planted. In Bucaramanga coffee is now the main crop, but it has been diversified by cacao, cotton and tobacco, all grown at levels below the zone suitable for coffee. Coffee is also the main crop at both Cúcuta and Ocaña. Communications with one another and with the outside world have been difficult for all three until quite lately.

There is one more mountain group in Colombia, the Sierra Nevada de Santa Marta, standing isolated from the other ranges on the shores of the Caribbean. This is the highest range of all, for its snow-capped peaks rise to 18,900 feet within 30 miles of the coast.

To the W of this Sierra, and N of where the Central and Western Cordillera come to an end, lies a great lowland which has three clusters of population on its Caribbean shores : at Cartagena (Department of Bolívar), at Barranquilla (Department of Atlántico), and at Santa Marta (Department of Magdalena). This great lowland is peculiar in that the four rivers draining it : the Magdalena, the Cauca, the San Jorge and the César, run so sluggishly that much of the area is a tissue of swamps and lagoons with very little land which can be cultivated. Indeed, the whole area E of the channel of the Magdalena is under water at most times of the year. When the floods come, large areas of the land W of the Magdalena—the plains of Bolívar—are covered, too, but during the dry season from October to March large herds of cattle are grazed there.

Communications : Colombia's most ancient and still most pressing problem is that of transport. Its four NS running Cordilleras, separated by valleys often no more than 500 feet above sea-level, makes internal communications extremely difficult. The 2,000 miles of narrow gauge railways and the 12,500 miles of roads have eastern and western systems, with intercommunicating laterals (see the maps and the text). Both are faced with great difficulties of

construction and maintenance, for Colombia, geologically, is a new land, and there are constant minor landslides which block or sweep away roads and railways, especially during the periods of tropical rainfall. So far as human transport and the carriage of goods of high value relative to weight are concerned, the problem has been magically eased by civil aviation. Colombia, which ran the first airline in South America, has taken ardently to the air.

But most of the commerce of the country is still carried by river, rail, and road. The Magdalena, which can only be navigated the year round as far as Capulco, has since Colonial times been the most important route for commerce. All the large markets (save that of the Cauca Valley) are served by rail or road or both from this river. Others are navigable : the Atrato, the San Juan and the rivers of the Amazonian basin, but none of them leads to important markets. The Cauca is navigable in the Cauca valley itself and after it emerges from its gorge, but it is the Magdalena which is of supreme importance : it carries 95 per cent. of all the river traffic.

Climate in Colombia, as in all countries near the equator, is almost entirely a matter of altitude. Areas of habitable slopes are found at all altitudes from sea level to the snow line, and this allows the greatest possible differences in climate. Altitude again, even more than soil, determines what crops can be grown. The climates follow the pattern of those found in the Sierra Nevada of Venezuela. The lower areas up to 3,000 feet (the *tierra caliente*, or hot country) have an all-the-year-round temperature of from 75 to 80 degrees, with a three degree difference between the hottest and coolest month. The *tierra caliente* grows tropical products : rice, sugar-cane, bananas, cotton, sesame, cacao, maize, tobacco, coconuts and tropical fruit. The *tierra templada*, or temperate zone lying between 3,000 and 6,500 feet has an average annual temperature of between 65 and 70 degrees, and an even smaller difference between hottest and coolest month : this is the coffee country, but it also grows maize, beans, yucca, plantains, some sugar-cane, sisal, and various citrous fruits. Higher still, between 6,500 and 10,000 feet, is the *tierra fría*, or cold country ; this grows wheat, barley, maize, beans, peaches, apples, and cherries and, in its upper limit, potatoes. Above the trees and cultivable land as far as the snow line at about 15,000 feet lie the treeless *páramos*, or alpine meadows used as pastures.

Rainfall is ample, though there are no regular seasons common to the whole country. Summer is understood to be the dry season and winter the wet season, and as a rule these alternate about once every three months, but in the northern and eastern lands the rain lasts six months. In the Chocó district of the Pacific rain falls in the afternoon and the evening all the year round.

History accounts for the present racial variety of the population. Before the coming of the Spaniard the country was occupied by Indians, most of whom were primitive hunters or nomad agriculturists. But one part of the country, the high basins of the Eastern Cordillera, was densely occupied by Chibcha Indians who had become sedentary farmers and had developed a fairly high civilization. Two chiefs ruled over these settled tribes : the Zipa, with his capital near Bogotá, and the Zaque, who had his seat near where Tunja is today. Their staple foods were maize and the potato, and they had no domestic animal save the dog ; the use they could make of the land was therefore limited. But they were politically well organised and like the Indians of Peru and Bolivia, held their land in common.

The Spaniards sailed along the northern coast as far as Panamá as early as 1500. Alonzo de Ojeda landed at Cartagena, but the Indians attacked strongly and the settlement was abandoned. The first permanent settlement was by Rodrigo de Bastidas at Santa Marta in 1525. Cartagena was founded in 1533. The interior, however, was not penetrated until 1536, when Gonzalo Jiménez de Quesada (who wrote a full account of his adventures), pushed up the Magdalena river to discover its source. Quesada, mounting the Eastern Cordillera, discovered the sedentary Chibchas, conquered their forces, and founded the town of Bogotá in 1538. In the meantime other Spanish forces were approaching the same region from two other directions: Pizarro's lieutenant, Sebastián de Belalcázar, had pushed up the Cauca valley from Ecuador and founded Pasto and Popayán and Cali in 1536. Nicolaus de Federmann, on behalf of the German Welsers, who had been granted a colonial concession by Charles V, approached from Venezuela. All three forces converged at Bogotá in 1538. A later expedition from Santa Marta brought with it the sugar-cane, barley, wheat, cattle, sheep and horses which made possible a far more extensive use of the land than had been practised by the Indians. Tunja and Neiva were founded in the early stages. As in Peru, the initial period of settlement was one of strife between contending conquistadores. The royal Audencia de Santa Fe set up in 1550 gave the area a legislative, judicial and administrative entity. In 1564 this was followed by a Presidency of the New Kingdom of Granada controlling the whole country and Panamá except Belalcázar's Province of Popayán. The Presidency was replaced in 1718 by a Viceroyalty at Bogotá which controlled the provinces now known as Venezuela as well; it was independent of the Viceroyalty of Peru, to which this vast area had previously been subject.

The Spaniards found gold in the Antioquia region, and almost as soon as its shipment began the Caribbean ports were pestered by pirates. But the rest of the country was peaceful; it had benefited greatly from Spanish organization, the legal system, the established church, and the agricultural prosperity.

The movement towards Independence from Spain was set going in 1794 by a translation into Spanish of the French Declaration of the Rights of Man by the *Criollo* Antonio Nariño. In 1796 the Viceroyalty was shaken by a revolt in Venezuela, and in 1806, Francisco Miranda made an abortive attempt to set up a government at Caracas. The movement was given point and force when, in 1808, Napoleon replaced Ferdinand VII of Spain with his brother Joseph. The new world refused to countenance this. There were several revolts in New Granada, culminating in a revolt at Bogotá and the setting up of a Junta on July 20, 1810. But the provinces were divided: Cartagena freed itself and bound itself to a junta set up at Tunja, but the junta at Bogotá refused to acknowledge it. Late in 1812, the young Bolívar, driven out of Venezuela, landed at Cartagena. In a brilliant campaign in 1813 he pushed up the Magdalena to Ocaña, and from there to Cúcuta and obtained permission from the Junta at Tunja to advance into Venezuela. In 90 days he marched the 750 miles to Caracas over mountain country, fought six battles and destroyed five armies. But he was unable to hold Caracas and withdrew to Cartagena in 1814.

Napoleon fell in 1815, and the Spanish Government immediately set about re-conquering, and with some success, Venezuela and New Granada. General Pablo Morillo took Cartagena after a bitter siege of 106 days—Bolívar had withdrawn to Jamaica—and Morillo was "pacifying" Bogotá with a "Reign of Terror" by May, 1816. The great scientist, José de Caldas, was one of his victims.

Bolívar had by now assembled an army of Llaneros, fortified by a British Legion recruited from ex-servicemen of the Peninsular wars, at Angostura, or Ciudad Bolívar, as it is called to-day. In the face of incredible difficulties he made a forced march across the Andes in 1819. After joining up with Santander's New Granada army, he defeated the royalists at the Battle of the Swamps of Vargas in July and again at Boyacá on August 7th. He entered Bogotá three days later.

Bolívar reported his success to the revolutionary congress sitting at Angostura, and that body, on December 17, 1819, proclaimed the Republic of Gran Colombia, embracing in one the present republics of Venezuela, Colombia, and Ecuador. A General Congress was held at Cúcuta on January 1, 1821, and here it was that two opposing views which were to sow much dissention in Colombia first became apparent: Bolívar and Nariño were for centralization; Santander, a realist, for a federation of sovereign states. Bolívar succeeded in enforcing his view, for the time being. But Gran Colombia was not to last long. Venezuela broke off in 1829 and Ecuador in 1830. The remaining provinces were named New Granada. It was not till 1863 that the republic took the name of Colombia.

Almost from its inception the new Republic became the scene of much strife between the centralizing Conservatives and the federalizing Liberals, a strife greatly complicated by the still pressing "Question of the Church," which is inveterately Conservative in its attitude. The Conservative president Tomás Cipriano de Mosquera (1845) encouraged education, began building roads, adopted

the metric system, and put steamers on the Magdalena. The decentralising and strongly anti-clerical Liberals were dominant from 1849 for the next 30 years of insurrections and civil wars. From 1879 to 1889 the two parties—each imposing its policy—alternated.

In 1885 the Conservatives imposed a highly centralised constitution which has not been modified in this respect to this day. A Liberal revolt in 1889 turned into a civil war, "the War of the Thousand Days." The Liberals were finally defeated in 1902. A hundred thousand men perished in this war. It was in 1903 that Panamá declared its independence from an exhausted Colombia. (See Panamá).

The surprisingly stable centralization of government in Colombia—considering its physical diversity—is in the main the creation of this century. It represents, in the words of Preston James, "an astounding victory of man over nature, and of man over man." There was, it is true, a little publicised but sometimes bloody clash between Liberals and Conservatives again from 1948 to 1953, but this has now been healed by an amnesty.

The People of Colombia : In 1951 the population was estimated at 11,558,090. About 30 per cent. are European descendants of pure blood, 40 per cent. are mestizos, 15 per cent. mulattoes and 5 per cent. Negro. Indians from 398 tribes are about 7 per cent. of the population. The clusters vary greatly in their make-up : Antioquia and Caldas are almost entirely of unmixed European blood, Pasto is Indian, the Cauca Valley and the rural area near the Caribbean are Negro or entirely mestizo. No colour bar is recognised in the country.

In 1956 the population was estimated at 13,522,260 :

Departments	Population	Capital	Population
Antioquia	1,820,140	Medellín	545,860
Atlántico	551,880	Barranquilla	392,330
Bolivar	766,210	Cartagena	162,610
Boyacá	833,240	Tunja	47,290
Caldas	1,272,470	Manizales	156,270
Cauca	497,410	Popayán	56,000
Chocó	142,620	Quibdó	40,730
Córdoba	370,700	Montería	93,580
Cundinamarca	1,930,990	Bogotá	1,180,120
Huila	345,350	Neiva	68,240
Magdalena	470,470	Santa Marta	57,680
Nariño	621,520	Pasto	106,640
Norte de Santander	409,460	Cúcuta	126,310
Santander	826,970	Bucaramanga	173,740
Tolima	818,760	Ibagué	128,540
Valle del Cauca	1,527,110	Cali	503,530
INTENDENCIAS			
Caquetá	72,270	Florencia	25,405
Meta	77,740	Villavicencio	48,355
San Andres	5,210	San Andres	4,848
COMISARIAS			
Amazonas	8,330	Leticia	2,671
Arauca	14,420	Arauca	8,419
La Guagira	114,510	Uribia	6,630
Vaupés	9,980	Mitú	331
Vichada	14,500	Puerto Carreño	1,461

About 33 per cent. live in the cities, and 55 per cent. are engaged in agriculture, pastoral and forestal industries, hunting and fishing. The official birth, death, and marriage rates are, for many reasons, unreliable. It is best to take the statistics of the main towns. The birth rate in Bogotá is 33.8 per thousand, the death rate 19.6. The birth rate in Medellín—a city of large families—is 41.7 and the death rate 20.4. Infant mortality is very high and the expectation of life low : not more than 40 years. Because of housing conditions, the lack of proper water supplies and sanitation, malnutrition and inadequate medical services, health is an acute problem. There are 8 species of mosquito in the country, and the malaria rate is high. There


COLOMBIA
MILES
0 50 100 200 300
75°
70°
10°
5°
0°
CARIBBEAN SEA
ATLANTICO
Barranquilla
Santa Marta
Cartagena
GUAJIRA
Uribia
MAGDALENA
BOLIVAR
CÓRDOBA
Montería
NORTE DE SANTANDER
Cúcuta
VENEZUELA
PANAMA
PACIFIC OCEAN
CHOCÓ
Quibdó
ANTIOQUIA
Medellín
Manizales
CALDAS
Ibagué
TOLIMA
VALLE
Cali
CAUCA
Popayán
HUILA
Neiva
NARIÑO
Pasto
Mocoa
PUTUMAYO
ECUADOR
PERU
Bucaramanga
SANTANDER
Tunja
BOYACA
CUNDINAMARCA
Bogotá
Villavicencio
META
Florencia
CAQUETÁ
AMAZONAS
Arauca
ARAUCA
Pore
CASANARE
Puerto Carreño
VICHADA
VAUPÉS
Mitú
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is much ill-health and mortality from intestinal parasites, especially in rural areas. Leprosy is now on the decline. Venereal diseases are widely spread. Deficiencies in the water supply cause much typhoid : even Medellín has 1,000 cases a year. The only satisfactory housing of the workers is by the textile firms of Antioquia and the oil companies. Diet is generally ill-balanced : nutritional goitre, scurvy, anaemia, and pellagra are frequent. Nearly 80 per cent. of the people in some Departments have goitre. Hospitals and clinics are few in relation to the population. About 66 per cent. of the doctors are in the Departmental capitals, which contain 12 per cent. of the population.

Education : In 1900 some 90 per cent. were illiterate ; to-day half the people still cannot read and write. The 14,315 schools absorb only about half of the 1,400,000 youngsters of school-age. Education is free, and, since 1927, compulsory. General illiteracy is not incompatible with high standards of education at both secondary schools and University, when it is available. The budget allocation for education is 5.8 per cent. of expenditure, against Panama's 22.5 per cent.

The education of backward peasants is now being undertaken by the Sutatenza Radio Schools, after the success of a young priest in Sutatenza (Boyacá) in using this method.

Social Insurance is both extensive and complicated. The State protects the rights of the workers to form unions, fixes the maximum number of hours to be worked, the overtime rates to be paid, and decrees holidays with pay. The employer pays compensation for injuries, funeral expenses, benefits for sickness unrelated to work and has to insure the worker's life. Whether sacked or leaving of his own accord one month's salary for each year worked must be paid the employee, who can draw on this in advance. There are controls over the number of foreigners employed, and the lower paid workers can claim from their employers a suit of overalls and a pair of shoes every six months. All large industrial, commercial and agricultural firms have to hand over from 5 to 20 per cent. of their taxable profits (after certain deductions) to their permanent employees, whose receipts depend upon a variety of factors. It is possible for employees who have worked 20 years to retire on four-fifths of their salary. There are cases where they do so ; if they are indispensable (and Colombia is short of trained men) they often work on at a full salary plus the pension, with all that that entails in further benefits to be squeezed from the employer.

The Instituto de Seguro Social is organising a national plan of social benefits. These at present are limited to maternity and dental services and the prevention and treatment of non-occupational diseases. The scheme is embarrassed by a great shortage of doctors and dentists.

Constitution and Government : The constitution of 1886, revised in 1910, 1936, and 1945 is the one in force. It defines Colombia as a República Unitaria—a unitary republic. There are three branches of public power : the Legislative, the Executive, and the Judicial—that is, Congress, composed of the Senate and the House of Representatives, the Government, consisting of the President and his 13 ministers, and the Judges. Senators and Representatives are elected by popular vote, the Senators every four years, and the Representatives every two years on the basis of one for every 90,000 and one more for every fraction over 45,000 inhabitants. When the Representatives are elected the people vote at the same time for the deputies to the Departmental assemblies and the municipal councils. The President, who appoints his ministers, is elected by direct vote for a term of four years, but cannot succeed himself in the next term. Every citizen over 21 on the electoral roll can vote.

Under the Supreme Court of the Judiciary are 18 Superior District Tribunals, 21 Superior Courts of Justice, 233 Circuit Courts, and 11 Minor Courts.

Administratively the country is divided into 16 Departments, 3 Intendencias, and five Comisarias. Each Department has a Governor appointed by the President ; the Departmental Assemblies look after administration and finance, thus enjoying

a partial autonomy, but the Intendencias and Comisarias are under direct control.

Liberty of speech and the freedom of the press are absolute. The standard of public honour is fairly high. The language of the country is Spanish. Its religion is Roman Catholicism. There are Archbishops at Bogotá, Cartagena, Medellín and Popayán : the Archbishop of Bogotá is Primate of Colombia. There are 13 other Bishops. There is complete freedom for all other creeds which do not contravene Christian morals or the Law.

GOVERNMENT.

The military junta which deposed President Rojas on May 10, 1957, appointed a new Cabinet. Amongst other appointments were :

Foreign Affairs	Sr. Carlos Saenz de Santamaría.
Interior	Sr. José María Villarreal.

The Caribbean Ports.

Something has already been said about the three Caribbean ports of Barranquilla, Cartagena and Santa Marta ; of the wide and partly submerged flatlands lying between them and the mountains.

The climate is the same for all three cities : the heat is great—ranging from 79° to 93° F., and there is a difference of only 3° between the hottest and coolest month. The temperature is a little lower by night. From November to March the heat is moderated by trade winds. There is a high proportion of mulattoes in all three cities.

Character, like climate, seems to change in Colombia with the altitude. The *costeños* (the people of the coast) are very different from the people of the highlands. The costeños are more gay, more light-hearted than the more sober people of the highlands, particularly the Antioqueños of the Cordillera Central. The coast people talk very fast, slurring their words and dropping the final s. This, curiously enough, is a characteristic too of the costeños of Venezuela and Cuba. The Cuban and Colombian coast accents are almost indistinguishable.

Pablo Vilar says of the coloured Costeño that " he is expansive, conceited and vehement. His life opens on the limitless horizons of the sea, and his African descent confers on him the euphoria characteristic of that race. His feelings are skin-deep, free, for he has nothing to hide, and this makes him generous and spendthrift, taking no thought of the morrow."

Barranquilla, with a population of 340,000 is today the main port. It lies on the left, or west bank of the Magdalena river, about 10 miles from its mouth, which has been deepened and the silted sandbars cleared so that it is now a seaport as well as a river port.

The silting was once so heavy that a 17-mile railway was built to the coast at Puerto Colombia to give it access to the sea. But the railway has now been abandoned and replaced by a road, and Puerto Colombia is of no importance except as a seaside resort. Through Barranquilla passes half the foreign commerce of the country.

Barranquilla is a modern industrial city. Its chief interest for the tourist is the life of the streets and the river. The principal boulevard is Paseo Bolívar ; there is a handsome Cathedral in Plaza Bolívar, the central square, and before it stands a small statue of Columbus. The commercial and shopping districts are round the Plaza. The colourful and vivid market is on a side channel of the Magdalena—the Caño de la Compañías—a few blocks to the east of Plaza Bolívar. The best park in the city is Parque 11 de Noviembre in the northern part. Stretching back into the north-eastern heights overlooking the city is the modern and very well built suburb of El Prado, where the El Prado hotel is. Not far away is the Country Club, with golf links, tennis courts, and a swimming pool. There are three stadiums

in the city. It has the best airport in the country, Soledad, 7½ kiloms. away, with two roads leading to it. One (a toll road) goes on to Sabana Grande (28 miles).

Festivals : Carnival lasting five days, usually towards the end of February and the beginning of March ; Day of San Roque, on August 16.

Main Industries : Textile mills, perfumes, vegetable oils, soaps, beer, gaseous drinks, ice, oils and greases, hats, shoes, flour mills, vegetable lard, saw mills, dry docks and shipyard for river craft, paints, plastics, cement, and pharmaceutical products.

Hotels : Hotel del Prado, Cables : " Prado Hotel " ; it has a swimming pool and tennis courts. Astoria ; Victoria ; Alhambra ; Luxox.

Restaurants : Chop Suey ; Metropole ; Restaurante San Blas ; Deportivo ; Brandes.

Clubs : Country (golf and tennis) ; Barranquilla.

U.S. Consulate : Paseo Bolívar.

Banks : The Royal Bank of Canada ; Bank of London and South America ; National City Bank of New York.

All America Cables and Radio, Inc., Calle Real 26. Branch office : Hotel del Prado.

There are several roads in the area. One runs (12 miles) to the attractive bathing resort of Puerto Colombia. One runs south, along the Magdalena, to the little town of Palmar de Varela. On this road, 3 miles from the city, is the old colonial town of **Soledad,** with 16,000 inhabitants. (The airport is here). The Cathedral, the old narrow streets round it, and the fish market on a creek running up the principal street are worth seeing. Hotel at Puerto Colombia : *Pradomar.*

Cartagena can be reached by air or by road (2 hours). The road runs south-west ; from (34 miles) Baranoa a branch road runs to Usiacurí, well-known for its healing waters and for the grave of the popular Colombian poet, Julio Florez. The main road goes on *via* Sabanalarga to Cartagena, 90 miles by car from Barranquilla. From **Sabanalarga** an all-weather road continues to Puerto Giraldo, a port on the Magdalena River linked by ferry with the small town of Salamina (ferry 5 a.m. to 6 p.m. 5 pesos per car). An all-weather road leads to the town of Fundación, junction point with the highway from Santa Marta to Cúcuta, on the Simón Bolívar Highway.

Cartagena, old and steeped in history, is one of the most interesting towns in South America. Its population is 148,000, about half that of Barranquilla, but in spite of Barranquilla's supremacy, it is not only the clearing house for its immediate area but still draws a large trade from the hinterland, particularly platinum from the headwaters of the Atrato and San Juan rivers in the Department of the Chocó, coffee from the Sierras, and oil products along the 335-mile Andian pipeline from the refineries at Barrancabermeja, far up the Magdalena river. There is a 65-mile railway to Calamar, on the Magdalena river. An arm of the river, 90 miles long, has also been canalised from Calamar to Cartagena to allow free access for steamers from the up-river ports. Several large importers have their offices and warehouses at Cartagena.

But it is the old city which interests the visitor. It is built on an island—Tierra Bomba—which is linked to the mainland by many bridges. This tongue of land extends northwards from the middle of the bay for more than 9 miles. The bay itself, 9 miles long by 3 miles wide, is large enough to hold the navies of the world. The island left two entrances : Boca Chica and Boca Grande, but the only way in now is by Boca Chica, for the Spaniards walled in the Boca Grande—a magnificent feat of engineering—after Admiral Vernon's attack on the town in 1741. Tierra Bomba is no longer, strictly, an island.

The shores of the slightly green, transparent sheet of water in the bay is lined with villages and towns. On Tierra Bomba island, to

the left as we enter, are Bocachica and Caño de Loro, two typical sleepy fishing villages, and the fortress of San Fernando (now derelict). Opposite, on Barú Island, is Pascabollos, a town of swarthy boat builders and fishermen, and at the tip of the island the fortress of San José. The Spaniards hung a chain at night between the two fortresses to protect themselves from pirates. Then come Mamonal and Buenavista, the petroleum terminals, with settlements of U.S. families. About half-way in are the two forts of Castillo Grande (now the Naval Club) and Manzanillo (now the Fishing Club). At the end of the bay is the walled city, looking from a distance like a pile of immense castles and cupolas against a clear blue sky.

Just north of Barú Island is Manga Island, now a residential suburb. On the north-western tip of Manga Island is the fortress of San Sebastien del Pastellillo. The northern end of Manga Island is connected with the old walled city by the Puente Román (Roman Bridge). At the far end of the bridge is the Fortress of San Lorenzo. This entry to the old City is also commanded by the Fortress of San Felipe, the most powerful of all, standing inland on the heights of San Lazaro, 135 feet above sea-level. There were thus in all seven strong fortresses covering the harbour and the approach to the old city. The northern entry to the old city was protected by the immense walls of Las Bóvedas and yet another fortress : La Tenaza.

Construction of the walls began in 1634 under Philip II and ended in 1735, in the reign of Ferdinand VI : the former (so the jest goes) once went to the window of his palace in Madrid looking for the fortifications of Cartagena, for they had cost him so much that he expected them to be visible across the ocean. They are adorned with graceful sentry boxes and openings for firing arquebuses. In places the wall of Las Bóvedas is 26 feet high and 70 feet thick : motorists can even drive up the ramps and along the top to enjoy the view. There were six gates in the wall : they were shut at 10 o'clock each evening and the keys handed to the Governor.

History : The City was founded by Pedro de Heredia on January 13, 1533. After the interior had been settled the products of the country—tobacco, cacao, indigo, gold and precious stones—flowed into the city to be shipped to Spain. Pirates were almost instantly attracted by this wealth. The town was sacked in 1543 by Robert Baal, accompanied by Martin Cole, another Frenchman. Cole, coming on his own account a few years later, failed. John Hawkins, the English pirate, bombarded it, but also failed to enter. Sir Francis Drake broke in successfully in 1586, with 1,300 men. Henry Morgan with the two French pirates Ducasse and Pointis and 10,000 men sacked the city in 1697. But the strongest attack of all, by Sir Edward Vernon with 27,000 men and 3,000 pieces of artillery, failed in 1741 after besieging the city for 56 days. The city was defended by the one-eyed, one-armed, and lame Blas de Lezo. So certain had Vernon been of victory that he had struck medals to commemorate it in advance. A brother of George Washington was with him : Mount Vernon was, in fact, named in the Admiral's honour.

Cartagena declared its independence of Spain in 1811. A year later Bolívar came to the city and used it as a jumping-off place for his Magdalena compaign. The city, after a heroic resistance which gained it the title of Ciudad Heroica from Bolívar, was retaken by the royalists under Pablo Morillo in 1815. The patriots finally freed it in 1821.

The old city : The architecture of the old city is more Spanish than that of many Iberian towns. To ensure coolness the walls are surprisingly thick and the ceilings very high ; the patios contain fountains and gardens and there are many balconies and corridors. The streets are narrow—in the Xiximaní neighbourhood both walls

can be touched walking along—and rarely straight. Each block has a different name : a source of confusion.

A railway runs east-west between the outer and inner walled cities. In the inner, near the station, is Plaza Independencia ; to the south, in the outer city, is Parque Centenario ; to the west, along the park, runs a wide promenade, the Paseo Mártires, flanked by busts of the nine patriots executed in the square by Morillo after he took the city in 1815. The first block west of Plaza Independencia is Plaza Ecuador, which contains the City Hall. Two blocks west again of Plaza Ecuador is Plaza Colón, with a statue of Columbus. North-west of Plaza Colón is Plaza Bolívar (the old Plaza Inquisición). Here is a statue of Bolívar and the Palace of the Inquisition, established in 1610. The building dates from 1706. The stone entrance way with its coat of arms and well preserved wooden door is beautifully designed. Indeed, the whole building, with its balconies, cloisters and patios, is a good example of colonial baroque.

Around almost all the plazas, arcades offer refuge from the tropical sun. The largest and the most central, known as the Portal de los Dulces (Arcade of Sweets), is a favourite meeting place. The city's communications are by water. Hundreds of sailing boats and motor boats bring in produce from the countryside. The principal market—an exhilarating place—is east of the walls of Las Bóvedas on a rectangle jutting into the bay and bathed on three sides by its waters.

There are four colonial churches of some beauty : the Cathedral (1538), with a fine doorway, the Jesuit church of San Pedro Claver (1603), Santa Clara, and La Trinidad.

Next to the Cathedral, in Plaza Bolívar, is the interesting Historical Museum. On another corner of the Plaza is the Palace of the Inquisition. A short distance from the main square is San Pedro Claver, named after the monk Pedro Claver—canonised 235 years after his death in 1654—who lived in the monastery. He used to beg from door-to-door for money to give to the Negro slaves brought to Cartagena —the Slave of the Slaves, they called him. His body is in a gilded chest under the high altar. His cell in the monastery and the balcony from which he sighted the incoming slave ships are shown the visitor. The University of Cartagena is housed in a building in the middle of the inner walled city which dates from 1580 : it used to be the monastery of San Agustín.

Feasts : The main fiesta is on November 11, to celebrate the independence of Cartagena. Men and women in masks and fancy dress roam the streets, dancing to the sound of maracas and drums. There are beauty contests and battles of flowers and general gaiety. The day of the Virgin of La Candeleria (Candlemas), is also a great celebration. For nine days before the feast, which falls on February 2, thousands of people go up the hill of La Popa, some 500 feet high, by car, on foot, or on horseback, to visit the church and monastery of La Santa Cruz, and the ruins of an old convent dating from 1608. On the day itself people carry lighted candles as they go up the hill. There is an excellent view of the city and harbour from the top.

For the tourist in a hurry, who has no time to savour the street scenes—the charcoal vendors, the sellers of coconut, the women carrying trays on their heads and selling sweets—the following drive can be recommended : to the fortress of San Felipe, to the top of La Popa Hill, across the bridge to Manga Island, then across the Roman Bridge and through Calle Aguada and Calle Larga and Plaza Independencia. A visit to the Muralla de las Bóvedas, the wall beyond the city, reveals the elaborate nature of the old fortifications. The market is just east of the walls.

Industries : Footwear, chemicals, toilet preparations, fats, textile knitting and weaving.

Docking Facilities : There are modern wharves. The docks can receive six ocean steamers and twelve river boats at the same time.

Hotels : Americana ; Hotel del Caribe ; San Felipe ; Virrey ; Plaza Bolivar.

Bank : The Royal Bank of Canada.
British Vice-Consul : Edificio Andian.
All America Cables and Radio, Inc., Plaza de Rafael Núñez 14. Branch office : Hotel Caribe.
Sport : Fishing ; yachting ; hunting : bullfights and cockfights.

Excursions from Cartagena : At TURBACO, 15 miles by road to the south-east, are a score of miniature volcanoes, each 35 feet high, made of brownish mud and with a crater on top. There are constant detonations, two a minute, with puffs of smoke, from these geological curiosities. The road goes on south through PLANETA RICA (where cattle are slaughtered and the meat flown to Bogotá) to Medellín. A regular truck haulage service has been established between the two cities. Cartagena, at long last, is able to serve the cities of Antioquia and Caldas. Planeta Rica is 200 and Medellín 1,104 miles south of Cartagena.

Montería, capital of Córdoba Department, on the east bank of the river Sinú, can be reached from Cartagena by air, by river boat, or from the main highway to Medellín. It is the centre of an excellent cattle and agricultural area turning out tobacco, cacao, cotton and sugar. Present population is about 125,000 but it is growing rapidly. Compared with other Caribbean cities conditions are still primitive ; there is little to attract the tourist and no suitable accommodation. Average temperature : 28°C. Best hotel : *Panzenu.*

Sixty miles south along the coast is COVEÑAS, the terminal of the 260 miles crude oil pipeline from the Barco oilfields to the north of Cúcuta, on the Venezuelan frontier.

It is to Cartagena that most of the platinum of the Chocó Department comes. Vessels sail to the Gulf of Urabá (225 miles) and up the Río Atrato another 310 miles to the small jungle town of **Quibdo,** the capital of the Chocó Department, with 40,740 inhabitants. Buenaventura can be reached from this town by a road which runs south to Istmina, and on by river steamer down the Río San Juan. It is not a journey which can be recommended.

East of Barranquilla, at the mouth of the Manzanares river, lies the third Caribbean port :—

Santa Marta, the capital of Magdalena Department. It is connected by local steamer with Barranquilla and a railway runs south through Ciénaga to Fundación. A night boat from Barranquilla traverses an inland channel into an extensive lagoon—the Ciénaga de Santa Marta—on the eastern shore of which is CIENAGA, a town of 69,900. Passengers transfer here to the railway and proceed to Santa Marta. Cotton, tobacco, bananas and cacao are grown in the neighbourhood of Ciénaga.

Santa Marta, with a population of 51,081, lies on a deep bay—there is a minimum depth of 25 feet—with high shelving cliffs. There is safe anchorage in the bay and vessels come alongside the wharf, but it is poorly served by transport on its landward side. A railway brings in bananas from the plantations of the United Fruit Company at the base of the tall group of mountains, the Sierra Nevada de Santa Marta. Over six million stems a year are now exported. The climate is extremely hot and trying, but the heat-stricken townsman has only to lift his eyes to see snow-clad peaks to the east, less than 30 miles away.

Santa Marta was the first town founded (1525) by the conquistadores in Colombia. It was from this town that its founder, Jiménez de Quesada, set out up the Magdalena to found Bogotá. Most of the famous pirates—the brothers Cole, Drake and Hopkins—all sacked the town in spite of the two forts built on a small island at the entrance to the bay, and it was to this city that Simon Bolívar, his dream of a Great Colombia shattered, came to die. Almost penniless, he was given hospitality at the hacienda of San Pedro Alejandrino, three miles to the south-east. He died at one o'clock in the afternoon of December 17, 1830, at the age of 47. He was buried in the Cathedral, but his body was taken to the Pantheon at Caracas 12 years later. The simple room in which he died and his few pathetic belongings can be seen to-day : a road runs to the estancia.

Hotels : Tyrona ; Parque ; Miami.
British Vice-Consul : Paseo Bastidas, Calle Cangrejal.

The road to the hacienda where Bolívar died goes on for about 20 miles through the forest which covers the lower slopes and past coffee plantations into the Sierra Nevada. There are Indian villages in the mountains, but the trails to them are long and arduous.

The banana plantations can best be visited from **Sevilla** (*Hotel del Prado*, 35 miles from Santa Marta), on the railway south between Ciénaga and its terminus at Fundación, 55 miles from Santa Marta. A road, 38 miles long and usable only in the dry season, curves round the base of the Sierra to the coast at **Ríohacha**, 100 miles east of Santa Marta. Ríohacha is a small port of 10,000 people, with an open and shallow roadstead ; landing is by canoe from the Santa Marta local steamers. It lies at the mouth of the Río César—low white houses, sandy streets, no trees or hills. Ríohacha was founded in 1545, by Nicolaus Federman, and for some time its pearling industry was large enough to tempt Drake to sack it (1596). Pearling almost ceased during the 18th-century and the town was all but abandoned. Its main business to-day is the exporting of tagua, dividivi, maguey fibre, and fish.

Beyond it to the east is the arid and sparsely inhabited Guajira Peninsula. Most of its southern coast is Venezuelan. The Indians here live primitively, collecting dividivi, tending cattle, and fishing. Anyone interested in the area and in the Indians should read 4 *Anos A Bordo De Mi Mismo* (4 Years Aboard Myself), by Eduardo Zalamea Borda.

Up The Magdalena River.

There are several flights a day from Barranquilla to Bogotá, and the time taken is only two-and-a-half hours. It takes days to reach the capital by river and train, but no worth-while tourist with time to spare will hesitate an instant : she (or he) will take the river every time : for its human interest, and for the sights and sounds of this ancient route. But it is well to carry quantities of insect lotion, for mosquitos are a nuisance.

The time taken depends upon the class of steamer, but is usually four days by express steamers—if no delays are caused by drought. Several companies run steamers from Barranquilla, and three or four a week are sent up river.

The Magdalena river boats are lofty and top heavy, with curtained decks, tall twin smokestacks, and big paddle-wheels at the stern. They push in front of them a long barge loaded with cargo ; in the bows of the barge are one or two cows to provide meat for the journey. There are three classes : luxury, first, and steerage ; the luxury class (toilet, washbowl, and shower) is about five times as expensive as the steerage, whose crowded passengers bring their own hammocks and swing them on the lower deck. The food is good : lots of rice, goodish meat, fried bananas, eggs, papaya, vegetables, fruit pasties and preserves. The bar is well stocked with excellent Barranquilla beer and hard liqueurs, including cheap local rum. The stewards are friendly. There is a band to play for the passengers.

The Magdalena is wide but shallow and difficult to navigate. Each boat carries several pilots, who take turns. The surface eddies, and there are little whirlpools over submerged rocks. The paddle-wheel smacks the water in a series of short, sharp snores. Away to the north-west, in the morning, one can see the high snow-capped

peaks of the Sierra Nevada de Santa Marta. The passengers from Cartagena, who have come by railway or up the canalised El Dique, are taken aboard at Calamar (population 21,000).

At TENERIFE Bolívar had his first victory in the Magdalena campaign. At ZAMBRONO, a cattle centre 60 miles beyond Calamar, there are tobacco plantations. Population, 4,000. There is a road west to the north-south Cartagena-Medellín road, and a trail east to the Shell oil fields at El Difícil. Near PINTO the river divides : the eastern branch, silted and difficult, leads to MOMPOS, an old colonial town of 19,600 inhabitants. Cattle farming and tobacco planting again, and another victory for Bolívar : "At Mompós," he said, "my glory was born." Mompós was founded in 1537 and still looks colonial. Old buildings are the Casa Gobierno, once a home of the Jesuits, and the Colegio de Pinillos.

Hotels : Central ; Manjarres.

But we go by the western arm of the loop to MAGANGUE, a town of 40,800. This is the port for the savannahs of Bolívar, dealing in fruit, coffee, and dairy products. A road runs west to join the north-south Cartagena-Medellín highway.

Beyond Magangue, the Río San Jorge, 230 miles long, 150 miles of it navigable, comes in from the Western Cordillera. Later the Río Cauca, 634 miles long, comes in from the far south, having threaded its way through the gorge between the Western and Central Cordilleras. Its Caribbean end is navigable for 230 miles, and it is navigable again for a distance of 152 miles in the Cauca Valley beyond the gorge.

The vegetation becomes wilder and thicker. Often we hug the banks and look right into the jungle : green, dense, crowded, vines festooned about the trees, and white herons flitting about. There are banana plantations in the tangled woods, and a few clearings. The boat sometimes stops at the clearings, to ship firewood for the furnaces. Occasionally, at villages, passengers are taken aboard.

At EL BANCO the river loops join. This is an old, dirty and beautiful town of 10,000 people. Along the water front are massive stone stairways. We are now 260 miles from Barranquilla. The Andes are in the distance, a blue range on either side of the valley. Pink herons and blue macaws with streaming tail feathers and orange breasts are seen. There are many sand islands in the river to complicate navigation. A difficult trail leads north of El Banco to the small town of Chimichagua (5,000 inhabitants), on the shores of the large lake of Zapatosa.

At LA GLORIA a road has been driven across the Eastern Cordillera to Petrolea, the oil camp of the Barco concession (Texas) on the Venezuelan border. The 260-mile SAGOC pipeline from Petrolea to Coveñas, on the coast 60 miles south of Cartagena, runs through La Gloria.

The next stop is at GAMARRA, with 3,700 inhabitants. The river is navigable as far as this all the year round, flood or drought. Above Gamarra it is not so dependable. An important railway which will minimise these uncertainties is now being built up the valley from Capulco, near Gamarra, to La Dorada. PUERTO WILCHES is the next stop after Gamarra.

Gamarra is the stepping-off place for **Ocaña,** one of the clusters of population in Santander del Norte. Ocaña stands at 3,820 feet above sea level and has a population of 21,200. There is an ox-cart road—a proper road is now being built—to Gamarra, and an aerial cable which takes down the coffee and the hides of the area. The town lies on a hill between two valleys. Two of its buildings are worth seeing : San Francisco church and the chapel of Our Lady of Torcoroma. An arch commemorates the Convention of Ocaña held here in 1827.

Ocaña, whose only contact for centuries with the rest of the country was the track and cableway to the Magdalena, is now on the Santa Marta to Bogotá road by way of Cúcuta, and a direct road to Bucaramanga is being built.

Hotels : Santander ; Ocaña.

Puerto Wilches has a population of 5,600. What Gamarra is to Ocaña, Puerto Wilches is to **Bucaramanga** (population 145,000), the capital of the Department of Santander del Norte, at an elevation of 3,300 feet in the Eastern Cordillera. A railway runs up the slopes to Las Bocas and a little beyond ; the rest of the way is by a road, 12 miles long. But this cluster of population is not as isolated as that at Ocaña, for a road runs south to Bogotá, another east to Pamplona (on the Simón Bolívar Highway from Bogotá to Cúcuta), and a third reaches the river at the oil town of Barrancabermeja, 22 miles above Puerto Wilches. A road is also being driven north to Ocaña.

The area, now given over almost entirely to coffee and tobacco and staple crops, was not settled until the 19th century, Bucaramanga is therefore a modern city, well laid out with plazas and parks, and there is a large stadium and an excellent Country Club.

The mean temperature is 70° F., and the rainfall about 63 inches. Its main industries are cigar and cigarette factories. In the immediate neighbourhood are several small towns : Girón (8,500 inhabitants), a tobacco town 7 miles to the west on the Río Oro ; Lebrija (14,000 inhabitants), 12 miles to the west ; and Rionegro (21,000 inhabitants), a coffee town 17 miles to the north.

Hotels at Bucaramanga : Bucarica ; El Príncipe.

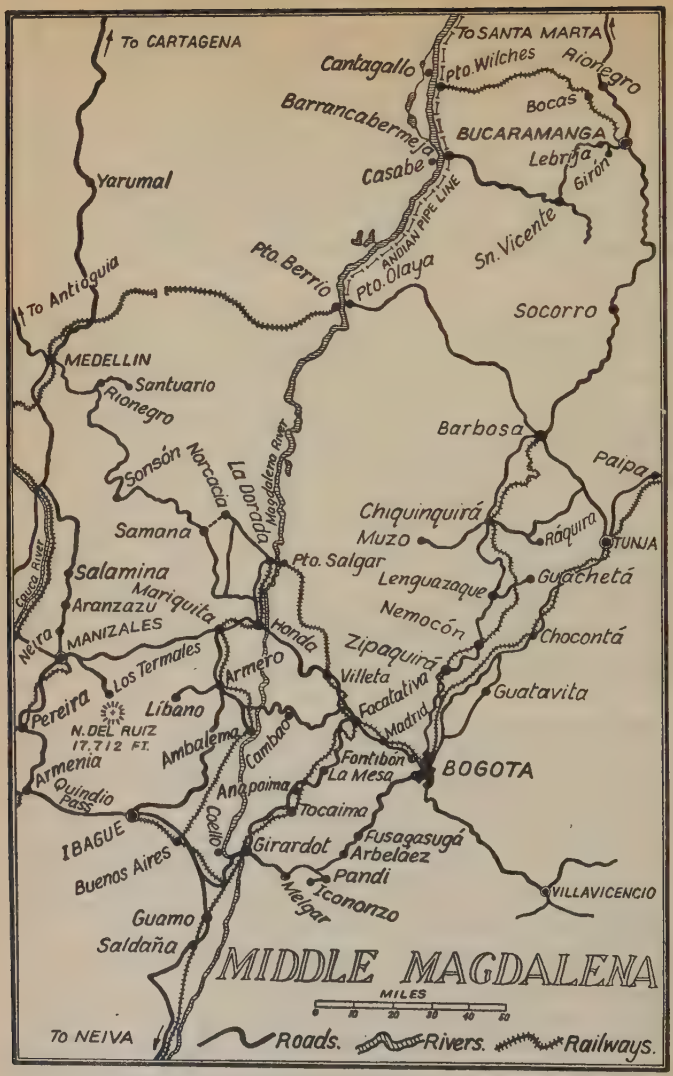
Barrancabermeja—so called because of the reddish-brown oil stained cliffs on which it stands—is on the eastern bank 22 miles above Puerto Wilches. It is the headquarters of the Government's Empresa Colombiana de Petroles (ex-De Mares), which has an oil-field in the area and a large refinery at the port.

The 335 miles ANDIAN pipeline carries crude oil from Barrancabermeja and from the Shell camps at Casabe and Cantagallo (opposite Puerto Wilches) on the other side of the river to Cartagena. A 69-miles pipe line carries refined products from the refinery up river to Puerto Berrío : there are prolongations of this to Medellín (112 miles) and Puerto Salgar (91 miles). From Puerto Salgar pipelines for refined products are in operation to Bogotá (87 miles), and projected to Manizales (150 miles).

A road runs east from Barrancabermeja to San Vicente ; from there a road runs north to Bucaramanga (100 miles) and to Bogotá.

Hotel : Moderno.

By now the traveller will have experienced most of the river phenomena : lightning flashes, but seldom any thunder ; monkeys playing in the trees ; rainstorms, and after them "the thrilling-sweet and rotten unforgettable, unforgotten river smell." And the scenery is now becoming quite beautiful, with wooded islands in the


To CARTAGENA
To SANTA MARTA
Cartagallo
Pto. Wilches
Rionegro
Bocas
Barrancabermeja
BUCARAMANGA
Lebrija
Girón
Casabe
Yarumal
ANDIAN PIPE LINE
Sn. Vicente
Pto. Berrio
Pto. Olaya
To Antioquia
Socorro
MEDELLIN
Santuario
Rionegro
Barbosa
Paipa
Sonsón
Norcacia
La Dorada
Magdalena River
Chiquinquirá
Ráquira
TUNJA
Samana
Muzo
Pto. Salgar
Salamina
Lenguazaque
Guachetá
Cauca River
Mariquita
Aranzazu
Nemocón
Nejra
MANIZALES
Honda
Zipaquirá
Chocontá
Los Termales
Armero
Villeta
Guatavita
Pereira
Líbano
Facatativa
Madrid
N. DEL RUIZ
17,712 FT.
Ambalema
Cambao
Armenia
Fontibon
BOGOTA
La Mesa
Quindio Pass
Anapoima
Tocaima
Cocilo
IBAGUE
Girardot
Fusagasugá
Arbelaez
Buenos Aires
Pandi
Icononzo
Melgar
VILLAVICENCIO
Guamo
Saldaña
MIDDLE MAGDALENA
MILES
0 10 20 30 40 50
To NEIVA
Roads.
Rivers.
Railways.

river, red bluffs hung with vines, tree orchids in the forest, and uplands rolling away to the high mountains, so close now.

Puerto Berrio (airport ; 12,500 inhabitants) is on the west bank 62 miles above Barrancabermeja and 470 miles from Barranquilla. The locality is one of lagoons and swamps, but the town itself has been much improved. The important thing about Puerto Berrío is that it is the river port for Medellín and the rich Antioquia Department. A railway runs up the slopes of the Cordillera Central and over a low pass to Medellín. From Puerto Oloya, on the opposite bank, a road runs to Barbosa, when it joins the trunk road south to Bogotá ; few passengers take this route.

Hotel : Magdalena.

Puerto Salgar, 94 miles up river from Puerto Berrío, is on the east bank. The Cundinamarca railway, 123 miles, goes up the slopes of the Eastern Cordillera to Bogotá ; this route, which takes 10 hours, is described on page 445.

La Dorada is on the west bank almost opposite Puerto Salgar. It has a population of about 6,000. International Petroleum has a small refinery at La Dorada. A favourite route to Bogotá starts from here : a road, on the west side of the river, runs to Honda where the river can be crossed ; the road mounts the eastern slopes to Bogotá. Or the motorist can proceed along the western bank from Honda to Armero and Cambao ; motorists are ferried across the river at Cambao and proceed by road to Bogotá, a climb of 8,000 feet. A railway parallels the road from La Dorada to a station near Cambao, where passengers for Bogotá leave the train ; they are taken by car to the riverside at Cambao, and ferried across to the road route.

The Lower Magdalena river navigation stops at La Dorada. There are rapids above, as far as Honda. Passengers (or cargo) proceeding upstream are taken by railway to Honda, where they re-embark. The Upper Magdalena is navigable as far as Girardot.

Honda (airport) on the west bank of the river, is 20 miles upstream from La Dorada. It is a pleasant old town with many colonial houses and one splendid church : El Carmen. The streets are narrow and picturesque, and the town is surrounded by hills. El Salto de Honda (the rapids which separate the Lower from the Upper Magdalena) are just below the city. Population : 19,200. Average temperature : 85° F. Several bridges span the Magdalena and the Gauli rivers, at whose junction the town lies.

There is a road from Honda to Bogotá ; another is now open through Sonson to Medellín.

Hotel : América.

From Honda as far as Ibagué there was a road in colonial days. Between the two towns lies one of the three clusters of population in the Upper Magdalena Valley. The great crop here, on the Western slopes above the Magdalena Valley, is coffee.

The road and railway run west to (20 miles) **Mariquita,** a town of 13,000, passing through La Picota, where there are hot springs in natural large bowls of granite. There are several old houses and buildings at Mariquita, too : a mint, a viceroy's house, the parish

church, and particularly the house in which José Celestino Mutis lived for eight years during his famous Botanic Expedition towards the end of the 18th-century when he and the Grenadinos who helped him accumulated a herbarium of 20,000 plants, a vast library, and a rich collection of botanical plates and paintings of native fauna. The collection was sent to Madrid, where it still is. Mariquita was founded in 1551, and it was in this town that the founder of Bogotá, Jiménez de Quesada, died in 1579.

From Mariquita a road runs west up the eastern slopes of the Central Cordillera to Manizales. There is also a British built cableway between the two towns.

Hotel : Estación.
British Consular Agent : Oficina La Dorada Railway.

The road and railway now turn south to (20 miles) ARMERO (7,500 inhabitants). At Armero a branch road runs 22 miles west to LIBANO, a town of 29,000 inhabitants. Coffee is the great crop here, and potatoes in the uplands. Away to the west looms the snowy peak of Nevada del Ruiz (18,000 feet), the second highest peak in the Cordillera Central.

From ARMERO the railway and a branch road run down to the river Magdalena past Cambao to AMBALEMA. (At Cambao the river is crossed for the road to Bogotá). The railway runs south-west about 55 miles to Buenos Aires station, on the Girardot-Ibagué line. The main road from Armero goes direct through some small towns to Ibagué.

Ibaguè, the capital of Tolima Department, is quite a large town (115,000 inhabitants), lying at the foot of the Quindío mountains at a height of 4,100 feet. It is cooler here (71° F.) than in the valley. Parts of the town are old : the Colegio de San Simón is worth seeing, and so is the market. The town specialises in two things : hand-made leather goods and a local drink called mistela.

There is both a road and a railway to Girardot, 38 miles to the east on the Magdalena, and both go on to Bogotá on the far side : Bogotá is 139 miles from Ibagué. The road is part of the Simón Bolivar highway ; west of Ibagué it runs over the 11,000 foot high Quindío Pass to Armenia, 65 miles from Ibagué across the Cordillera Central. The railway stops short at Ibagué.
Hotels : Suiza ; Boston ; Centenario ; San Jorge.

Girardot (airport), on the Upper Magdalena in the Department of Cundinamarca, stands at an altitude of 1,000 feet and has a population of 37,000. The climate is hot and there are heavy rains. Here the navigation of the Upper Magdalena ends : it is well worth walking across the fine steel bridge to see merchandise being loaded into the stern-wheeler river boats—coffee and hides are the main items. Large cattle fairs are held in early June and December.

A few miles west from Girardot (about half-way in a direct line to the station of Buenos Aires on the Girardot-Ibagué railway) is COELLO, where there is a large scheme on hand to irrigate 14,000 hectares of potentially rich land.

Railways : To Ibagué, 38 miles ; from Buenos Aires Station on this line to Ambalema, Mariquita, Honda and La Dorada. To Bogotá, 88 miles, 5 hours. South to Neiva, 85 miles.
Roads : The same as for the railways.
Hotels : Gran ; Tucarema ; Iqueima , Campestre ; Piscina ; Bochica.

The third cluster of population—though a small one—in the Magdalena Valley lies upstream from Girardot with Neiva, the terminus of the railway, as its capital. Coffee and tobacco are grown

on the slopes of the Central and Eastern Cordillera here, and cattle are ranched in the valley. This area is in the Department of Huila for the most part. The inhabitants are mainly mestizos and Europeans.

The road, and its short branches east and west, runs through a number of small towns of from 5,000 to 25,000. One of these, 22 miles from Girardot, is **Guamo,** with 21,000 inhabitants. It was at one time the capital of Tolima Department. Texas has an oil refinery here : the crude is brought by a 20-mile pipeline from the company's Tetuan concession. Five miles beyond Guamo is SALDANA. There are vast irrigation works here which have made 15,000 hectares available for rice, sesame and cotton growing.

Neiva, terminus of the railroad and capital of the Department, has a population of 84,045. It was first founded in 1539, when Belalcázar came here in quest of El Dorado across the Cordillera Central from Popayán. It was soon after destroyed by the Indians and re-founded in 1612. There are rich coffee plantations around Neiva, for here the valley bottom is high enough to be in the coffee zone. Panamá hats are made in the town. Altitude : 1,549 feet.

Hotels : Gran Hotel ; Atlantico ; Pacifico.

Beyond Neiva lie the plains of Huila Department, arid, but still capable of supporting cattle. The area is dominated by the snow-capped Nevada del Huila to the north-west. The road runs south from Neiva through the small towns of Gigante, Garzón (a cathedral town set in mountains with a road across the Cordillera to Popayán), and Pitalito, 125 miles from Neiva, where horses and mules replace the cattle. Beyond Pitalito a branch road runs to the small town of **San Agustín** (1,000 inhabitants), on the Magdalena river. Here, in the Valley of the Statues, are some hundreds of rough hewn stone figures of men, animals and gods. They are very large and odd, with curious affinites—so the archaeologists say—with the carvings of the Tiahuanaco civilization in north Bolivia on the one hand, and the Maya relics of Central America on the other. Nothing is known of the culture which produced them, and no buried town has been discovered from which it might be recreated. There is no hotel at San Agustin, which stands at 5,100 feet. There are two monoliths from San Agustín in Parque Independencia at Bogotá, and various crude sculptures found here are exhibited in the National Museum at Bogotá. There is also a series of monstrous, fake Agustinian monoliths along the highway to the Techo airport.

ROUTES FROM THE MAGDALENA TO BOGOTA

Even at Puerto Salgar, some 600 miles up the river, the altitude is only 500 feet. And Bogotá, only a 120 miles or so up the western slopes of the Eastern Cordillera, is at an altitude of 8,660 feet. Bogotá, as we have already seen, can be reached from the river in several ways : from Puerto Salgar by railway ; from Honda or from Cambao by road ; and from Girardot by a railway and two roads, one of them the Simón Bolívar highway. The slopes traversed by these routes are deeply broken and indented. On them, planting coffee and staple crops for the most part, live the people who make up the third cluster of population in the Magdalena valley area.

From Puerto Salgar to Bogotá, by railway, 123 miles : the line is a narrow gauge and often sharply curved single track. From the river it passes through densely wooded ravines, with palm trees growing to the summits, the black Río Negro plunging amongst the rocks below. The temperature falls : muscles begin to ache and the insect bites stop itching. The climb goes on, through tall woods, until VILLETA (79 miles ; 9,500 inhabitants) is reached. Not far away are the waterfalls of Quebrada Cune. Some people stay here

for a while, to get accustomed to the height. The road from Honda joins the railway route at Villeta. Hotel : *Jordan.*

Beyond, the climb continues. At the stations muffled women sell fruit and cooked chicken wrapped in banana leaf. Above the woods are barren upland meadows, sloping sharply from ridges of naked rock. There are tremendous glimpses of precipice and gorge. And suddenly the train is over the top and making a short descent to the flat land of the plateau or Sabana de Bogotá. And over the top, 44 miles beyond Villeta, is **Facitativa,** a town of 15,900 people, 25 miles from Bogotá. Facitativa is the junction of the Cundinamarca railroad we have been travelling from Puerto Salgar, and the Girardot railway from Girardot : Facitativa is, as it were, the apex of a triangle, whose two sides are the railways and whose base is the Magdalena river. The road from Cambao joins the railway route just before Facitativa.

From Girardot to Facitativa is 88 miles by railway. It runs through TOCAIMA, a quiet pastoral town of 13,000 people, with excellent riding and walking country at its doors. The beautifully set hot springs of Catarnica, close by, are worth a visit. The next place along the line is a favourite resort of the people of Bogotá : APULO (*Hotel Apulo* ; casino opposite). The natural scenery is delightful, birds and flowers everywhere, the swift river winding through woods, and an old stone bridge to an island.

Fifty miles from Girardot, and reached by a four-mile road from the station, is the sugar mill town of ANAPOIMA, visited by the people of Bogotá for its two hot springs of Santa Ana and Santa Lucía. Its population is 9,000. At LA MESA (12,200 inhabitants), reached by a short road from the station of San Javier, there is a famous view of the surrounding country from the peak of El Picacho.

From Facitativa to Bogotá the flat green plain is dotted with white farms and groves of eucalyptus. The line—and the accompanying Cambao road—pass through two small towns, MADRID and FONTIBÓN, as it approaches Bogotá, built at the far end of the plateau, under encircling mountains, and for that reason, wetter than the rest of the Sabana. Fontibón, not far from Bogotá, is near Techo, the airport for the capital. The town has a good colonial church.

The Simón Bolívar Highway also runs from Girardot to Bogotá, coming all the way from distant Ecuador up the Cauca Valley and over the Quindío Pass in the Cordillera Central. The 85-mile stretch between Girardot and Bogotá is extremely picturesque ; it runs up the mountains through Melgar, Arbeláez, the charming town of Fusagasugá, and past the Falls of Tequendama.

Between Melgar and Arbeláez a short road on the right leads to PANDI (7,800 inhabitants). From Pandi a road 5 miles long, runs west to ICONONZO. Here, above the deep abyss in which the Río Sumapaz rages, three immense fallen rocks support each other and form a perfect arch. Through a hole in the arch the dizzy sightseer can glimpse the foaming waters far below.

ARBELAEZ has some 10,500 people, but is not particularly interesting. FUSAGASUGA is 10 miles beyond, in a rich wooded valley famous for its fruits. Population : 22,000, with an admixture of the wealthier families from Bogotá during the summer. Altitude : 5,715 feet.

Twenty-five miles beyond, at Sibaté, a branch road on the left runs to the great **Salto de Tequendama,** where the water of the Río Bogotá or Funza river falls 443 feet over the lip of the Sabana. The falls are 19 miles from Bogotá in an amphitheatre of forest-clad hill sloping to the edge of a rock-walled gorge. Above

the escarpment the river contracts to 20 or 30 yards in width, and then plunges.

These falls, since the days of the Viceroys, have always been one of the great sights of Bogotá : and a favourite spot for suicides. A policeman with a dog is always on duty, a pair of handcuffs dangling from his belt. He is not, in fact, very busy. The falls are reached from Bogotá by rail or road. Sunday is the best day for a visit. There is a hotel, built in Chibcha Indian style.

BOGOTÁ.

Bogotá, capital of the Republic and a city of 726,000 people, is on a plateau at 8,660 feet with high mountains around it. Climate, cool ; average temperature, 58°F., and the rains are heavy. It is built on sloping land, and is nearly 12 miles long by 4 miles broad. First impressions are inclined to be negative : the residential suburbs, though there are some fine houses, are as undistinguished as Greater London's, but these impressions are soon corrected by the central parts of the city, which are full of character and contrasts. Colonial buildings stand side-by-side with the most modern architecture, and the blanket capes of the Indians mingle with the sober suits of the citizens. Smartly dressed women mingle on the pavements with simple country folk. For the most part the houses are low, with eaves projecting over the streets, but they are rarely brightly painted. The city is indeed somewhat sombre, for the inhabitants tend to dress in quiet dark colours. The visitor is surprised by the number of book-shops until he remembers that Bogotá is a great cultural centre as well as a busy manufacturing and distributing city.

Bogotá is 750 miles from the port of Barranquilla but only 450 miles from Buenaventura. A large proportion of its cargo is now handled *via* Buenaventura by road or railway with a road haul over the Quindío Pass. This route is more expensive, but saves time.

There is a very good view of the city from the top of Monserrate, the higher of the two peaks rising sharply to the E. It is reached by funicular railway in 7½ minutes, or by car. The ascent requires some nerve, for the gradient is 75°. The very new church at the top (the old one was destroyed by an earthquake in 1917) is a popular shrine. At the summit, near the church, a platform gives a bird's-eye view of the red-roofed city and of the plains beyond stretching to the rim of the Sabana. Behind the church are picnic grounds much frequented on Sundays by the populace.

At the foot of the hill is the Quinta de Bolívar, a fine old Colonial mansion in the Parque Nacional, with fine gardens and lawns. There are several cannons here captured by the patriots at the Battle of Boyacá from the Spaniards, who had in turn taken them in the Napoleonic Wars. The house is now a museum showing relics of the Liberator and paintings of events in his career. (Open Saturdays, Sundays 2-5 p.m.).

The Plaza Bolívar with a statue of the Liberator at its centre, is at the heart of the city ; around the Plaza are the steep, narrow streets and massive mansions of the old quarter, with their barred windows, carved doorways, brown-tiled roofs and sheltering eaves. Most of the best colonial buildings and mansions are in this district : the Palace of San Carlos, the house of the Marquis of San Jorge, the Observatory, the Conciliar Seminary of San José, the Municipal Palace, the Capitol, and the Churches of San Ignacio, Santa Inés, San Agustín and San Francisco. The old quarter is very congested


BOGOTÁ
AVENIDA 28
AVENIDA JORGE E. GAITAN
CEMETERY
TRANS. 17
MILITARY SCHOOL
BULL RING
PARQUE NACIONAL
CALLE 26
CALLE 25
CALLE 24
CALLE 23
CALLE 22
CALLE 20
CARRERA 14
CARRERA 13A
CARRERA 10
CARRERA 9
CARRERA 8
CARRERA 7
CARRERA 6
CARRERA 5
CARRERA 4
CARRERA 3A
CALLE 21
CALLE 19
CALLE 18
CALLE 17
CALLE 16
CALLE 15
CALLE 14
CALLE 13
CALLE 12
CALLE 11
CALLE 10
CALLE 9
CALLE 8
CALLE 7
CALLE 6
CALLE 5
CALLE 4
CALLE 3
RAILWAY STATION
CARRERA 17
CARRERA 16
CARRERA 15
CARRERA 11
AVENIDA CARACAS
AVENIDA JIMENEZ DE QUESADA
19–32
20–21
CALLE 30
CALLE 14
26
25
23
18
17
16
15
14
13
12
11
10
9
8
7
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28
29

with noisy traffic, but the City's reputation for volubility triumphs even over this, for the pavements are clotted with ardent talkers : some of them sometimes hold out in the middle of the street and interfere with the traffic. The cafes are crammed, and everybody seems to have a newspaper.

The most important modern street is the very long Avenida Caracas, with trees and flower beds along it. Avenida Caracas is Carrera 14. The Calles run at right angles through the Carreras. It is easy enough to find a place once the address system is understood. The address : Carrera 8, No. 15-46 means that the place wanted (the British Consulate) is numbered 46 on Carrera 8 between Calle 15 and 16. In the same way Calle 13, No. 12-42 would be the building number 42 on Calle 13 between Carrera 12 and 13. This happens to be the address of Tracey & Co., our agents in Bogotá.

The street map of Bogotá given here is marked with numerals showing the places of most interest for visitors. Each place will be described under the numeral which stands for it in the map.

1. The Plaza Bolívar, heart of the City.
2. The Cathedral, a beautiful building. Here stood the first simple church built by the colonists, razed in 1572, another built, and rebuilt again in 1807 in a blend of Ionic, Doric and Tuscan. Notable choir loft of carved walnut and wrought silver on altar of Chapel of El Topo. Several treasures and relics : small painting attributed to Ribera ; a turquoise sepulchre inlaid with ivory and silver and gold filigree and set with thousands of precious stones ; banner brought by Quesada to Bogotá, in sacristy, which has also paintings of past Archbishops. In one of the chapels is buried Gregorio Vasquez Arce y Ceballos (1638-1711), by far the best painter in colonial Colombia. Some of his paintings are in the Cathedral.
3. The beautiful Chapel of El Sagrario, built end of the 17th century. Some columns are inlaid with turquoise. Several paintings by Gregorio Vasquez Arce.
4. The Municipal Palace.
5. The Capitol, an imposing building with fine colonades. Congress sits here.
6. La Concepción, colonial church built late 16th century as a chapel for Bogotá's first nunnery. Remarkable ceiling (complicated inlays of wood decorated with Islamic patterns) said to have been saved from a house at Tocaima destroyed by flood in 1581.
8. The Church of Santa Inés, an old colonial church.
9. The Church of Santa Clara, another colonial church.
10. San Ignacio, Jesuit Church built in 1605. Emeralds from the Muzo mines in Boyacá were used in the monstrance. Paintings by Gregorio Vasquez Arce.

KEY TO MAP.

1. Plaza Bolívar.
2. The Cathedral.
3. El Sagrario.
4. Municipal Palace.
5. The Capitol.
6. La Concepción.
8. Santa Inés.
9. Santa Clara.
10. San Ignacio.
11. Palace of San Carlos.
12. Colón Theatre.
13. Palacio de la Moneda (Mint)
14. Presidential Palace.
15. San Agustín.
16. Santa Bárbara.
17. San Juan de Dios.
18. Palace of Communications.
19. Palace of Department's Govt.
20. San Francisco.
21. La Veracruz.
22. La Tercera Orden.
23. Parque Santander.
24. Las Nieves.
25. Parque Centenario.
26. Parque Independencia.
27. San Diego.
28. Parque Mártires.
29. School of Medicine.
30. Banco de la República.

11. The Palace of San Carlos (now the Ministry of Foreign Affairs) where Bolívar lived. On September 25, 1828, there was an attempt on his life. His mistress Manuela thrust him out of the window and he was able to hide for two hours under the stone arches of the bridge across the Río San Agustín. Santander, suspected of complicity, was arrested and banished. Residence of the Presidents until a new Presidential Palace was built in 1906.

12. Colón Theatre (operas, lectures, etc.), late 19th century with lavish decorations. Seating for 2,000, and very ornate.

13. The Mint (Palacio de Moneda), built in 1720.

14. The Presidential Palace (1906), where the Presidents live.

15. Church of San Agustín, strongly ornamented (1570). Fine paintings by Gregorio Vasquez Arce.

16. Santa Bárbara Church (mid-16th century), one of the most interesting colonial churches. Paintings by Gregorio Vasquez Arce.

17. Church of San Juan de Dios, a colonial church.

18. Palace of Communications (postal and telegraph), built on the site of the old colonial church of Santo Domingo.

19. Government Palace of Cundinamarca Department, almost as imposing as the Capitol. Corinthian style.

20. San Francisco Church (mid-16th century), with notable paintings of famous Franciscians, choir stalls, and a famous high altar (1622). Remarkable ceiling is in Spanish-Moorish (mudejar) style.

21. Church of La Veracruz, first built five years after the founding of Bogotá, rebuilt in 1731, and again in 1904. In 1910 it became the National Pantheon and Church of the Republic. José de Caldas, famous scientist and botanist, was buried along with many other victims of the "Reign of Terror" under the church. Fashionable weddings.

22. La Tercera Orden, an old colonial church.

23. Parque Santander, with a bronze statue of Santander, who helped Bolívar to free Colombia and was later its President.

24. Las Nieves, old colonial church with a splendid example of a mudejar, or Spanish-Moorish ceiling.

25. Parque Centenario, opened to commemorate the first centenary of the birth of Bolívar: a large monument to him at the centre.

26. Parque Independencia faces Parque Centenario; it is perhaps Bogotá's best park, with a statue of Bolívar on horse-back at its centre. In its gardens and on its lawns are several statues and two prehistoric monoliths from San Agustín (see text).

27. The National Library is in this park. It contains the Archaeological Museum and the Museum of Fine Arts, with paintings by Gregorio Vasquez Arce. Near by (on Carrera 7 and Calle 26) are the church and monastery of San Diego, a singularly picturesque and loveable old building recently restored. The Franciscan monastery with fine Spanish-Moorish ceiling was built in 1560 and the church in 1607 as its chapel.

28. Parque Mártires (Park of the Martyrs) on the site of the Plaza in which the Spanish shot many patriots during the struggle for independence. A monument to the Martyrs.

29. The School of Medicine, containing the Museum of Natural History.

30. The Banco de la República, the national bank of issue. Two permanent exhibitions on fourth floor, one of emeralds from Muzo, the other, in the Museo del Oro, of pre-Hispanic goldwork: superb examples of the skill of Indian artisans in Colombia, where working in gold reached an advanced stage as early as 300 A.D. Exhibits include ceremonial vases, necklaces, earrings, nose rings, diadems, breast plates, and pendants.

Like all other ancient gold objects discovered in Colombia, they were not made by the primitive technique of simple hammering alone, but show the use of virtually every technique known to modern goldsmiths, including the use of moulds employing the "cire perdue" method, in which wax holds the core and outer shell of a mould apart until they are dry and then is melted out and replaced by molten metal. Objects of great beauty among the exhibits are three magnificent ceremonial vases made by this method, several diadems, and several sceptre-like pins.

National Museum, on Carrera 7a (to the NE of the map), founded by Santander in 1823. Important collection illustrating the national history from pre-conquest days on. A number of metal and ceramic Indian articles, various crude sculptures from San Agustín, Quesada's coat of mail, a flag of Pizarro's, and a robe of state which belonged to the Inca Atahualpa. Some rooms contain exhibits of ethnology and of the natural sciences.

The **University City** (Ciudad Universitaria), off our map, to the NW. This fine group of buildings is well worth seeing. The most ancient centres of learning

in Bogotá are not, however, grouped here. Oldest of all is the Colegio Nacional de San Bartolomé (C 10 No. 6-57), in the same block as the Chapel of El Sagrario, founded 1604. Its luminaries include many scholars and writers and statesmen. The second most ancient founded on December 18, 1653, is the Colegio Mayor de Nuestra Señora del Rosario (C 14 No. 6-25), whose charter is almost a replica of that of the Spanish University of Salamanca.

Sports : Bull fighting on Sunday during the season at the municipally owned Circo de Santamaria, near Parque Independencia. Boxing matches are held here too. Horse races at the Hipódromo, to the NW, on Sundays. Near-by is the Municipal Stadium, which can hold 50,000 spectators. Football matches are played here. The Country Club of El Retiro has a golf course and tennis courts. There are two polo clubs.

Industries :—Wool and cotton weaving and spinning, cement and brick making, leather, beer, matches, shoes, glassware, and tyres.

Hotels :—Tequendama ; Continental ; Granada ; San Francisco ; Claridge ; Residencias Santa Fe ; Mrs. Gaul's boarding house, Carrera 16, by Calle 23 ; Miss Rose's boarding house.

Restaurants :—Temels Granada Grill, Embajador, Grill Colombia, Casa Marina, Grill Europa, Gran Vatel, Miramar, Taberna Suiza, Cubano, Normande, Metropolitan.

Clubs :—Gun Club, Jockey Club, Anglo-American Club, Country Club (golf, polo, swimming), Magdalena Sports Club (tennis) ; San Andres Golf Club ; Club de Los Lagartos (social ; with a pool heated by hot springs, a golf course and tennis courts) ; Club Gran Colombia (tennis) ; America Sports Club ; Lions' Club.

Rail :—To Facatativa, Girardot, Ibagué, Ambalema and La Dorada ; to Tunja (101 miles north) and Sogamoso ; to Chiquinquirá (96 miles north) ; to San Miguel (25 miles south-west) ; to Puerto Salgar.

British Embassy :—Calle 87, No. 10-50 (Residence).

British Consulate :—Carrera 8, No. 15-46, 6th floor of Bank of London & South America.

U.S.A. Embassy :—Calle 12. Edificio José Joaquin Vargas, 9-23.

The British Council, Av. Jimenez de Quesada, No. 8-74 ; oficina 707.

Banks :—Bank of London and South America, Carrera 8, No. 15-60. The Royal Bank of Canada ; National City Bank of New York, and all Colombian banks.

All America Cables and Radio, Inc., Carrera 8, 14-17. Branch offices : Hotel Continental and Hotel Tequendama.

Excursions from Bogotá : Many interesting excursions can be made, varying in length from a few hours to as many days. Two of the best have already been dealt with : the Falls of Tequendama, on page 446 and the natural Bridge of Icononzo, on page 446. The salt mines of Zipaquirá are described on page 452.

An 80-mile road runs to **Villavicencio,** capital of Meta Intendencia, in the Llanos at the foot of the eastern slopes of the Eastern Cordillera. Regular air services. Population : 32,237. A good centre for visiting the vast Llanos and jungles stretching 500 miles E as far as Puerto Carreño (974 inhabitants), on the Orinoco, with Venezuela across the river. Cattle raising is the great industry on the plains, sparsely inhabited by a mestizo-cross of warlike Indians and Spaniards, the backbone of the civil war from 1948 to 1953. Three roads splay out into the Llanos from Villavicencio but die away, disheartened in the infinitude. Hotels *Meta* and *Internacional.*

About 11 miles out of Bogotá on the Simón Bolívar Highway to Cúcuta, an alternative route which rejoins the Highway after about 50 miles runs through the small town of **Guatavita,** 36 miles from Bogotá. Six miles NE is the picturesque lake of Guatavita, ringed by mountains. Many attempts have been made to reclaim the wealth supposed to lie in its muddy bottom ; it has even been drained, but no one was a sou the better. " The Indians of the highlands of Colombia used to hold a strange ceremony," writes Preston James in his admirable *Latin America.* " The tribal chieftain, after suitable

preparation, covered his body with sticky gum and powdered himself with gold dust. He then plunged into the water of a lake which was held sacred by the Indians and washed off the covering of gold. At the same time his subjects made offerings to the gods by throwing gold objects into the lake. This was El Dorado, the Gilded Man. The story of this rite was passed on from one to another among the Spanish explorers, losing little in the telling, until El Dorado became so powerful a legend that men spent their lives, and in many cases lost them, in the frantic search for the sacred lake. The gold has never been found."

The lake was the Lake of Guatavita. Or perhaps it wasn't.

CHIQUINQUIRA—TUNJA—SOGAMOSO.

A little over 100 miles N of Bogotá are two large clusters of population centred round Chiquinquirá and Sogamoso. The old town of Tunja lies between them. A road and a railway run to Chiquinquirá ; the railway goes on to Barbosa, and the road reaches Bucaramanga. There is also a railway and road to Tunja and on to Sogamoso ; this road is the Simón Bolívar Highway from Bogotá to Cúcuta, on the Venezuelan boundary. All these routes will now be described.

To Chiquinquirá : The railway crosses the northern rim of the Sabana. About 30 miles N of Bogotá is **Zipaquirá** (12,200 people), centre of a rich cattle farming district, and famous for its rock salt mine, with enough salt to last the whole world a 100 years. The immense black galleries of salt gleaming under the electric lights, are most impressive. The mine has been exploited for centuries. For some years past a road has been opened into the galleries and visitors can drive through them for 45 minutes admiring from their cars the beauty of the vast halls. An underground Cathedral, the second in the world, was dedicated here in 1954.

These salt deposits, mined by the Banco de la República, provide raw material for the large soda plant recently opened by the Instituto de Fomento Industrial at the village of **Betania :** the salt is taken there in solution by a pipeline. Coal comes from the Sabana ; there are many deposits near Betania itself. Limestone comes by rail from Sogamoso, about 110 miles to the NE of Bogotá, after it has been treated in the Acerías Paz de Rio steel works. The plant has started production at the rate of 100 m. tons of soda ash a day : 55.4 m. tons go to the glass industry, and 44.6 m. tons are used to make 25 m. tons of caustic soda and 12 m. tons of refined bicarbonate. The plant uses the Solway process : the first of its kind in South America to do so.

The railway goes on to the small towns of **Nemocón** (15 miles beyond Zipaquirá ; 6,000 inhabitants), and **Lenguazaque** (71 miles from Bogotá ; 6,000 inhabitants). At **Chirbaneque,** close by, is an emerald mine, not now worked, amongst lovely scenery. A road runs E and then NE to (6 miles) **Guachetá,** slightly larger than Lenguazaque. Here the Laguna de Fúquene (Devil Lake ; hotel), is much frequented by the people of Bogotá. Balsa rafts sail across the waters to four cultivated islands. Good fishing and duck shooting in the neighbourhood.

Chiquinquirá, 19,300 inhabitants, is on the W bank of the Suarez river at 8,365 feet, 30 miles beyond Lenguazaque, and 91 from Bogotá. A busy commercial centre and the focus of a large

coffee and cattle country. In December thousands of pilgrims honour a painting of the Virgin whose fading colours were revivified by the prayers of a woman. In 1816, when the town had enjoyed six years of independence and was besieged by the Royalists, this painting was carried through the streets to rally the people by Dominican priests from the famous monastery. The town fell.

Hotel : Sarabita.

In the shops of Chiquinquirá are displayed the toys made by Indians, pottery horses from Raquirá, some painted in gay colours and others white and porous as they come from the kiln ; tops and teetotums of tagua ; orange-wood balls to catch on a stick ; little boxes lined with rabbit fur ; the most durable tambourines in the world ; shining, brightly coloured gourds ; diminutive nine-stringed guitars on which children try the first measures of the *bambuco* ; accordion-like purses, slung over the shoulder by a strap, half a hand's width but with all the proper fittings and pockets, which delight the children ; sets of miniature tagua dishes in which each dish is hardly a quarter of an inch high ; sets of chessmen still more tiny, a miracle of skill ; red and black wooden dishes and cups, like Russian toys, for doll's houses ; little glass boxes in which the image of the Virgin disappears under coloured tin foliage like a humble reproduction of the icons cherished by the mujiks ; small ivory angels with eyes popping out ; rosaries of Job's tears ; tiny crosses which, when held to the eye, show the image of the Virgin through an orifice ; many scapularies ; but, better than anything else, the little horses from Ráquirá, in which Indian skill has embodied an ingenuous thought in clay.

Excursion :—A road runs 50 miles SW to **Muzo,** on the banks of the Río Minero. Population : 5,000. Here a famous emerald mine has been worked ever since 1650, and long before that by the Muzo tribe of Indians. Emeralds are mined to-day by the Banco de la República on behalf of the Government. Some are exhibited at the Banco de la República, in Bogotá.

There is a road from Chiquinquirá to Tunja, capital of the Department. A short branch road leads off right to Raquirá, where the Indians make the pottery described above. There is an old colonial monastery near-by. The main road passes through the interesting town of **Leiva,** 34 miles from Tunja. Two old buildings are shown : the house where Antonio Nariño died—it was he who translated the Rights of Man into Spanish—and the building in which the first Convention of the United Provinces of New Granada was held.

The railway and the road go on to Barbosa, 40 miles N in the Department of Santander. Roads lead from Barbosa E to Tunja, NW to the Magdalena river at Puerto Olaya, opposite Puerto Berrío, and N to Bucaramanga (150 miles). On this last road, 68 miles to the NE is **Socorro,** 19,000 inhabitants, with steep streets running up a hillside and single-storey houses set amongst graceful palms. Here, in 1781, began the revolt of the peasant *communeros* : not a movement for independence but a protest against poverty. It was led at first by a woman, Manuela Beltrán, and then, when other towns joined, by Juan Francisco Berbeo. They marched as far as the salt town of Zipaquirá, N of Bogotá. Rebel terms were accepted by the Spaniards, and sworn to by the Bishop of Bogotá, but when they had returned home troops were sent from Cartagena and there were savage reprisals.

Another woman from Socorro, Antonia Santos, led a band of guerillas fighting for independence ; her statue is in the main square.

Bogotá to Tunja and Sogamoso : A railway runs from Bogotá through Tunja to Sogamoso and Paz de Río ; the line is accompanied almost as far as Sogamoso by the Simón Bolívar highway which goes on to Cúcuta, 302 miles from Bogotá. Road and railway run through some beautiful mountain country. The route, at first, is over the Sabana. Beyond **Chocontá,** 15,000 inhabitants, 55 miles from Bogotá, the route is across the western slopes of the Eastern Cordillera to Tunja.

Ten miles S of Tunja the Highway crosses over the Bridge at Boyacá : see Excursion from Tunja.

Tunja, 27,381 inhabitants, capital of Boyacá Department, stands at 9,255 feet in an arid mountainous area. The climate is cold ; mean temperature, 55°F. Tunja, one of the oldest cities in Colombia,

was founded by Gonzalo Suárez Rendón in 1539. It was then the seat of the Zaque, one of the two Chibcha kings. The city formed an independent Junta in 1811, and Bolívar was under its control during the Campaign of the Magdalena in 1812. Six years later he fought the battle of Boyacá, which liberated Colombia. The only Colombian writer of the royalist era who can be read with pleasure to-day, Mother Francisca Josefa del Castillo, wrote *El Libro de su vida* and *Sentimientos espirituales* in her convent at Tunja. Joaquín Ortiz, a writer of epic poetry still considered a model of that genre, also came from Tunja.

The old city has been compared with Toledo. Certainly its architecture comes direct from Spain : overhanging balconies, patios full of flowers, gracious cloisters and carved columns and doors surmounted by coats of arms. Of the many colonial buildings the most remarkable is the church of Santo Domingo, a masterpiece begun in 1594. The interior is covered with wood most richly carved. Another is the Santa Clara Chapel (1580), now the hospital of San Rafael, with some fine wood carving. There are five parks. In Parque Bosque de la República is the adobe wall against which three martyrs of the Independence were shot in 1816.

Hotels : Americano ; Centenario ; Residencias Colonial ; Pensión Tunja.

Excursions from Tunja : The battle of Boyacá was fought about 10 miles S. Bolívar took Tunja on August 6, 1819, and next day his troops, fortified by a British Legion, the only professional soldiers amongst them, fought the Spaniards on the banks of the swollen Río Boyacá. With the loss of only 13 killed and 53 wounded they captured 1,600 men and 39 officers. Only 50 men escaped, and when these told their tale in Bogotá the Viceroy Sámao fled in such haste that he left behind him half a million pesos of the royal funds.

The railway and road run on beyond Tunja to **Paipa,** (27 miles : population 15,300) and **Duitama** (10 miles further ; population, 15,600). Here the road and railway part. The Simón Bolívar highway goes N to Cúcuta—the route will be described soon—and the railway runs 12 miles SE to **Sogamoso,** 30,000 inhabitants, the centre of a densely populated area, breeding cattle and growing crops. The town is undistinguished, but 12 miles SE lies the very lovely Laguna de Tota, six miles long and four to five miles broad. An extraordinary number of herons and wild duck here, and excellent trout fishing. A road runs to the waterside. There are two good hotels : *Rocas Lindas* and *Tisquesusa.*

From Sogamoso a railway runs 27 miles NE to **Paz de Río,** 8,500 feet up in the Andes. The area is one of the poorest and yet one of the most densely populated in the country : one of the reasons why the Government has set up the Acerías Paz de Río steel industry at Belencito, 8 kms. from Sogamoso. Twenty-two miles N of Paz de Río there are large supplies of iron ore ; the ore content is 48 per cent., and the sulphur content .07. The ore is exploited by opencast mining and taken by rail to Belencito. In a radius of 25 miles around Belencito there are known coal reserves with a calorific value of between 12,500 and 15,000 B.T.U. Limestone is equally abundant : 24 million tons have been proved and there may be double that. Water is piped from Tota Lake, 19 miles away, behind the mountains which surround Belencito. A near-by hydro-electric station is projected. The main inconvenience is the high altitude, 8,400 feet : the barometric pressure is only 22.2 inches. Secondary industries are likely to arise in the immediate neighbourhood, and at Bogotá, the only industrial city directly connected with the steel plant by rail.

Simón Bolívar Highway from Tunja to Pamplona and Cúcuta : The road separates from the railway at Duitama. It goes on through several small towns—Santa Rosa de Viterbo, Susacón, Soata (founded 1547), Capitanejo, and Málaga to Pamplona. These

towns are comparatively uninteresting. The best of them is **Málaga,** 12,300 inhabitants, 123 miles from Duitama. The country here is very pleasant, dotted with small farms, each with its orchard and flower garden. Altitude : 7,408 feet. It is still a long run of 89 miles across the 12,754 foot high Almorzadero Páramo to

Pamplona, Department of Santander del Norte, in a setting of mountains, at 7,200 feet, a little lower than Bogotá, 290 miles away. Population, 24,600. The climate is cold and uninviting, but it definitely is worth seeing. Founded in 1548, it soon became important for its minerals ; coal and gold are still mined here. Few modern buildings have as yet broken its colonial temper : low balconied houses and buildings painted several different colours and gracious old churches. Pamplona is the seat of a bishopric ; there is a Cathedral in the spacious central plaza. The earthquake of 1875—there had been a severe one in 1644, too—played havoc with the monasteries and some of the churches, but the ex-monasteries of San Francisco, Santo Domingo and San Agustín are worth visiting.

Coffee, cacao and wheat are the great crops. The town has a few industries : textiles, breweries and distilleries. There is an 82-mile road SW to Bucaramanga.
Hotel : Pensión Emilia.

It is a run of 54 miles through sparsely populated country, descending to an altitude of only 705 feet, to

Cúcuta, capital of the Department of Santander del Norte, and only 10 miles from the Venezuelan frontier. Founded, 1734, destroyed by earthquake, 1875, and then rebuilt, elegantly, with wide avenues and pleasant parks, the streets shaded by trees, and they are needed for it is hot : the mean temperature is 81°F. Population, 117,000.

Cúcuta, because it is the gateway of entry from Venezuela, was a focal point in the history of Colombia during the wars for independence. Bolívar reached it after his lightning Magdalena Campaign in 1813, and set out from it for his march to Caracas. On Feb. 28, 1813, after capturing Cúcuta by a typical ruse, he addressed his troops in the plaza : " All America expects liberty and salvation from you, brave soldiers." The Bolívar Column stands now where he stood then. And it was in the old church—now in ruins—at El Rosario de Cúcuta, a small town of 8,000 inhabitants 9 miles from Cúcuta on the road to the frontier, that the First Congress of Gran Colombia opened on May 6, 1821. It was at this Congress that the plan to unite Venezuela, Ecuador, and Colombia was ratified, Bolívar declared President, and Santander (who was against the plan) Vice-President. Santander had been born near El Rosario at a hacienda which can still be seen. The international bridge between Colombia and Venezuela is only a few miles from El Rosario ; just beyond it is San Antonio, the first Venezuelan town.

Coffee is the great crop in the area, followed by tobacco. There are also large herds of cattle. The coffee is now moved by road to Maracaibo.

Cúcuta is 382 miles by Simón Bolívar highway from Bogotá. There are good roads to Caracas, capital of Venezuela (650 miles, 2 days), and to the Venezuelan port of Maracaibo (1 day).

Hotels : Tonchalá ; Palace ; Europa ; Internacional.

Airports : At Cúcuta for Colombian services, and at San Antonio, Venezuela (10 miles) for Venezuelan domestic lines.

About 75 miles N of Cúcuta is the Barco concession of the South American Gulf Oil Company, which produces over 10 million barrels a year. It lies in a corner of the Maracaibo basin inside Colombia. The oil is taken by pipeline across the mountains into the Magdalena valley and then to the coast at Coveñas, 60 miles S of Cartagena. There is no road N to the concession from Cúcuta, but it can be

reached by taking the railway to Puerto Villamizar ; from there a short road runs W and then N to Petrolea, the headquarters. A road, 116 miles long, taking the same course as the pipeline, has been driven W over the 6,000 foot high Andes to La Gloria, on the Magdalena.

The Andes crossed by road and pipeline is the branch which sweeps north to the Guajira Peninsula after the bifurcation of the Eastern Cordillera near Cúcuta : the other branch sweeps into Venezuela. This western branch is the Sierra de Perijá y Motilones. In this Sierra live the Motilones Indians. A conoisseur of the ironies of history will know that at the Congress of El Rosario one of the items most acclaimed was the admission of aboriginal Indians into citizenship. The Motilones have always turned a blind eye on this, for they are the only Indians in Colombia who have refused to accept the inevitable. Little is known of them, for so far they have persisted in killing (and perhaps eating) the missionaries sent to Christianise them, and the anthropologists sent to study them. And they complicate matters by not distinguishing between oil prospectors and less useful men.

THE CENTRAL CORDILLERA : MEDELLIN & MANIZALES

The Central Cordillera lies W of the Magdalena River. In it are two of the most important towns in Colombia : Medellín, the second largest town in the country, and Manizales. There are several ways of reaching them from Bogotá besides going by air. A railway and road go to Girardot and Ibagué, on the eastern slopes of the Central Cordillera. From Ibagué a road runs over the crest, at the Quindío Pass, to Armenia. From there a road runs N to Manizales and on to Medellín. Or train can be taken from Armenia to Cartago, and both towns can be reached by railway from Cartago. It is 463 miles by rail from Bogotá to Medellín, 358 by road, but only 148 by air.

From Girardot a train can be taken down stream to Mariquita, near Honda. From Mariquita a road and a cable-way mount the slopes to Manizales. A main highway—not yet completed—runs also from Honda to Medellín, though it is possible to make this trip by taking branch roads.

There is a railway from Bogotá to Puerto Salgar, and a boat can be taken there as far as Puerto Berrío, whence there is a railway to Medellín. Medellín is now connected by road, direct, with Cartagena.

Puerto Berreo to Medellín by rail, 120 miles. The route lies, at first, in the hot tropical lowlands of the Magdalena, most of it a deep jungle traversed by a maze of muddy streams. Beyond this area are rolling hills and fresh, bright streams. Well over half way there is a tunnel—La Quiebra—nearly two miles in length. For a long time there were railways on both sides of the crest, and passengers and goods had to go over it by road : much as at the Quindío Pass to-day. Beyond the tunnel the country is different again. We are up in the fertile lands of the temperate zone now. Then we enter into the heart of the mountains, whose many valleys amongst high peaks are sprinkled with russet-red roofs grouped round soaring church towers. The gardens, and even the stations, are bright with flowers.

Medellín, capital of Antioquia, is a fast growing city of 458,000 people, at an altitude of 5,046 feet. And a most remarkable city it is to find in the mountains. It could hardly be less advantageously placed, for it faces forbidding mountain barriers in nearly all directions. Its connections by road and rail and river with the ports and with the rest of the country are poor though they are gradually improving. Its climate alone, that of an English summer day (70°F.), is in its favour. And yet Medellín is the industrial capital of Colombia, a city seething with energy. The first looms arrived in 1902. To-day the city produces more than 80 per cent. of the textile output of the country, and textiles account for only half its industrial activity :

there are also major beverage, cement, glass, tobacco, tile, power, chocolate and steel plants. One of the city's main exports—as indeed of all Antioquia and Caldas—is talent. Antiqueños hold that nothing worth-while ever happens in Colombia but that one of them has a hand in it.

Medellín is what any great industrial city in any part of the world is : factories and factory chimneys and smoke. But this is tempered by all the usual facilities for recreation : theatres, picture houses, golf courses, tennis courts, stadiums and football grounds, a museum and libraries. Its cultural and technical side is catered for by the University of Antioquia, the Pontifial University, Schools of Mines, Agriculture, Law, Economics, Medicine, Social Science and Politics, an Academy of Jurisprudence and an Academy of History, Medicine, and Literature. The old Colonial buildings—the city was founded in 1675—have nearly all disappeared under the flood of modern construction, but there are still some 17th century churches left : the Old Cathedral, on Parque Berrío, and the churches of San Benito, La Veracruz, and San José, but none of them is particularly notable. The new Cathedral of Villanueva, one of the largest brick buildings in the world, is on Parque Bolívar. Three churches of the 18th century survive : San Francisco, in Plaza José Felix de Restrepo, San Juan de Dios, and San Antonio. Of the modern buildings the best is the Municipal Building, near Parque Berrío.

Coffee and gold and silver are the great contributions of the area. The country around is often beautiful, rich in flowers, particularly orchids, and with grand views of the green encircling mountains.

There is a railway to the Magdalena river at Puerto Berrío. There is another railway south to Cartago ; from there one railway runs NE to Manizales and another S to Cali and westwards to Buenaventura, the Pacific port. In 1953 a road, 440 miles long, was opened N to Cartagena, and coffee moves along it. Another runs S through Cartago to Cali (285 miles) and Buenaventura. A road has also been driven directly S to Manizales, and there are two other important roads : one, 238 miles long, NW through Antioquia to Turbo, on the Gulf of Urabá ; and another, 135 miles long, SW from Medellín through Sonsón will reach La Dorada when it is completed.

A run N to (82 miles) Yarumal, with 25,000 people, or NW to (60 miles) **Antioquia,** will give a good idea of the country. Antioquia, which has a population of 13,000, lies just W of the Cauca river ; a bridge of one span, 1,250 feet long, crosses the Cauca here. It was founded as a gold mining town by the Spaniards in 1541, the first to be founded in the area. Until 1826 it was the capital of the Department of Antioquia. The fine old Cathedral is worth seeing. The road goes on to Turbo, on the Gulf of Urabá, 245 miles from Medellín. Two mountain ranges, each of 2,000 feet, have to be crossed between Medellín and Turbo.

Another interesting excursion from Medellín is along the Sonsón road SE to (24 miles) the town of **Ríonegro,** in a delightful valley of gardens and orchards. Here was born one of Bolívar's generals, José María Córdoba, the hero of the Battle of Ayacucho. Bolívar gave a crown to Sucre for winning the battle. Sucre handed it to the man who most deserved it : Córdoba. It is now in the museum at Ríonegro.

But he turned against Bolívar in the end. The Antiqueños are conservative to the bone, and against centralising. He raised a rebellion in Antioquia in 1828. O'Leary, of the British Legion, was sent against him. At Santuario, 12 miles E of the place where he had been born, Córdoba was defeated and later assassinated by Colonel Hand, a British legionary, who hinted that he had received orders " from above."

Medellín's main Industries : Cotton, woollen fabrics, underwear, ready-made suits, plastic ware, chocolate, mineral waters, two breweries, cement, cigarettes and cigars, hats, crockery, glassware, bottles, matches, aluminium holloware, paints, zip fasteners, printing, corn mills, electric irons, pressure cookers, razor blades, thread, rayon, coffee sacks, hosiery, and leather goods.

Hotels : Nutibara ; Europa ; Normandie ; Veracruz ; Campin ; Bristol.

Clubs :—Union, Campestre, Medellín, Profesionales, and " El Rodeo."

Anglo-Colombian and Colombo American Institutes.

All America Cables and Radio, Inc., Edificio Henry, Carrera de Bolivar. Branch office : Hotel Nutibara.

Banks :—The Royal Bank of Canada ; Bank of London and South America, Ltd. ; National City Bank of New York ; Banco Francés e Italiano para America del Sud, and various Colombian Banks.

British Consul :—Edificio Suramericana de Seguros.

The history of the people of Antioquia is remarkable. The town of Antioquia, near the Cauca river (not to be confused with the Department of Antioquia) was founded, as we have seen, in 1541, soon after the Spaniards had come into the country. But the Spaniards, eager for gold, were not interested in the hinterland, which was then very sparsely inhabited by nomadic Indians who made very poor agricultural labourers. But during the 17th century a new wave of settlers came to Colombia from Spain ; they were deliberately seeking isolation, and found it in the little valley of the Río Porce, where they founded the city of Medellín in 1675. They were peculiar in three ways : they had an extraordinarily high birth rate : today, even, it is not unusual to find families with from 16 to 20 children ; they intermarried very little with either Indian or Negro ; and they shared the land into small farms, which they worked themselves. The area could then be reached only by two mule trails : one from Puerto Berrío, and one from the Cauca Valley, where Spaniards were getting rich by using Negro slave labour, a thing the new immigrants refused to do. Their exports were small : a little gold and silver from their streams. They lived on the food they themselves produced : maize, beans, sugar-cane, bananas, fruit.

In the early 19th century the settlement began to expand and to push out in all directions, particularly to the S : an all too rare phenomenon in Latin America. They followed the forested slopes on the western side of the Central Cordillera and occupied all the cultivable land. Manizales, 75 miles S, was founded in 1848. In the second half of the century new, and smaller towns, were occupied further S. To-day they have crossed the Quindío road and spread as far S as Caicedonia and Sevilla, in the Department of Valle, above the lower Cauca Valley.

It was coffee that brought stability to this expansion, but they were slow to adopt it. Coffee appeared in the Magdalena Valley about 1865, but none was being exported from Antioquia towards the end of the century. It was the first world war that suddenly gave a fillip to the industry : within 20 years the Departments of Antioquia and Caldas (Caldas was hived off from Antioquia when it became settled) were producing half the coffee of Colombia, and the Antioqueño settlers are by far the most important producers to-day in the Department of Valle.

The industrialisation of Medellín followed the coffee boom. Its mainstay is the textile industry, but the cotton is grown outside Antioquia and Caldas : half of it is not even grown in Colombia, but comes from Peru and the United States.

There has been little immigration since the original settlement, but the growth in population has been extraordinary. The following table covers the two departments of Antioquia and Caldas :

1808	106,000	1938	2,000,000
1884	463,000	1951	2,648,000

Medellín had 88,000 people in 1924, 170,000 in 1938, and 352,000 in 1952.

Manizales, austere upon its mountain saddle and dominated by the spires of an enormous square Cathedral, was only founded in 1848, but is to-day a city of 143,000 people. It is the capital of Caldas Department, which produces about 30 per cent. of all Colombian coffee. There is a direct train service (12 hours) to Buenaventura, 270 miles away, roads N *via* Anserma to Medellín, 154 miles, SE to Cartago, SW to Armenia to join with the Simón Bolívar Highway, and to Honda, on the Magdalena river. A cable way, owned by an English company, follows this last road as far as Mariquita, where the produce it carries for 45 miles is transferred to a train for La Dorada. Coffee, potatoes and charcoal go down, corn and foreign imports come up.

Manizales, at 7,064 feet, rides its mountain saddle uncompromisingly, clothed in roof tops falling away from its Cathedral. Its plazas are planted only with the stiff, haughty looking araucaria pines. The climate is occasionally severe—the rainfall is 140 inches—

with chill winds and frequent drizzles. Stark, austere and sombre itself, it looks down upon **Villa María,** "the Village of Flowers," in the valley below. Even the people of Manizales fit into their austere environment: black is the colour they favour.

The city has twice been wiped out by fires; to-day it is built almost entirely of concrete, for wooden structures are now forbidden. The State House is magnificent; so is the bull-ring. Because of the slope the houses, which have only one or two stories facing the street, may have four or five at the back. The suburbs stretch out along the horn of the saddle. Beyond the city limits concrete villas stand in gardens filled with giant flowers: it is odd to see geraniums as big as young trees.

There are not many tourist attractions: the scenery—snow-capped peaks gleaming above brown mountains and green valleys; and very probably a new experience for most people—travelling by aerial cableway. Two towns to the N, **Neira** (13 miles), and **Aranzazu** (31 miles) can be visited this way. There are healing hot springs (and an unpretentious hotel) at **Los Termales,** 18 miles by road, and above Los Termales there are skiing slopes in the perpetual snows of Mount Ruiz.

Manizales has an airport, but most people take a plane as far as Pereira, in the Cauca valley, and transfer to an automobile for the 35 spectacular miles up to the mountain capital.

Industries: Textiles, felt hats, leather goods, candles, beer, shoes, matches, mirrors, wines, chemical products.

Hotels: Escorial; Europa; Termales del Ruiz.

THE CAUCA VALLEY.

From Manizales a road and railway run S through Pereira to Cartago, at the northern end of the rich Cauca Valley, which stretches S for about 150 miles but is little more than 20 miles wide. The road and railway go in company down this valley to Cali and Popayán, at the southern limit of the valley proper. There the railway ends, but the road mounts a high plateau between the Western and the Central Cordillera and goes all the way to Ecuador. From Cali there is both a railway and a road W to the Pacific port of Buenaventura. The Valley, which has been described in the introduction to this chapter, is one of the richest in Colombia. From Cartago S to Popayán the river Cauca is navigable as far as Puerto Tejada.

Pereira, in Caldas Department, is 35 miles by road and rail from Manizales. It stands, overshadowed by green mountains, at an altitude of 4,812 feet, above the Cauca Valley. Population, 143,000; a considerable centre for coffee and cattle. Pereira is a modern city, founded in 1863, with an undistinguished cathedral and four parks: the best is the Parque del Lago, with an artificial lake. Matacaña Airport is 5 kilometres to the S. A road and railway run SE to Armenia (31 miles). Here the road joins the Simón Bolívar Highway which goes over the Quindío Pass to Ibagué and through Girardot to Bogotá; the railway is continued SW to Zarzal, on the railway running S to Cali.

Industries: Coffee mills; biscuits and confectionery; brewery; thread making; clothing and shirts; mineral waters.

Hotels: Gran Hotel; Savoy.

Clubs: Club Rialto; Club Campestre, 5 kiloms., from town.

Armenia, in the heart of the Quindío coffee district; population, 90,000; altitude, 5,089 feet; mean temperature: 73°F. Like Manizales, it is a modern city, founded in 1889. People often stop

the night here on the journey from Buenaventura to Bogotá, for this is the terminus of the Pacific Railway. Passengers transfer to cars to cross the Quindío Pass to Ibagué, where rail can be taken to Bogotá.

Hotel : Atlántico.

Cartago, 40,000 people, about 20 miles SW of Pereira, is on a small tributary of the Cauca river before it takes to the gorge separating the two cordilleras. Cacao, coffee, tobacco and cattle are the main products. Founded in 1540, it still has some colonial buildings, particularly the very fine House of the Viceroys (Casa de los Virreyes).

Hotel : Mariscal Robledo.

About 32 miles S is Zarzal, with a branch line NE to Armenia. And 44 miles S again is **Buga,** an old colonial city of 50,000, and a centre for cattle, rice, cotton, tobacco, cacao and sugar cane. It was founded in 1650, but its Cathedral is modern, though it contains a famous image of the Miraculous Christ of Buga to which pilgrimages are made. A road is being built W to Buenaventura to relieve the congestion on the road and railway from Cali. Just north of Buga, at Murillo, is the junction of the Pan American Highway coming S from Medellín with the Simón Bolívar Highway coming from Venezuela.

Hotels : Guadalajara ; España.

At La Manuelita, 25 miles S of Buga, is the famous sugar estate of that name : the Cauca valley produces 80 per cent. of Colombian sugar. The estate has 7,000 acres under cane. Three miles S of the estate and 31 miles S of Buga is

Palmira, in the Department of Valle ; population, 60,000. Good tobacco, coffee, cacao, sugar, rice and grain are grown, and there is an experimental agricultural station.

Hotel : Río Nima.

From Palmira the railway and a branch road run direct to Cali (28 miles).

Cali, capital of Valle Department ; population, 396,000, is the fourth largest city in Colombia and a busy commercial centre for the whole of the Cauca Valley. Altitude : 3,291 feet. Average temperature : 76°F. It is the focal point of all travel routes in the area : a road, 84 miles, and a railway, 105 miles, run W to the port of Buenaventura ; roads and railways run N to Manizales and Medellín and branch E (except for a gap in the railway at the Quindío Pass) to Bogotá (one day's travel) and eastern Colombia : and a road and railway run S to Popayán (100 miles). A large proportion of the inhabitants are mulattoes. It is set in an exceptionally rich agricultural area ; sugar, rice, and coffee are all produced and livestock bred in large numbers. Bituminous coal is mined near-by and plans are now being made to export it. There is a large number of importing firms in the city.

Cali was founded in 1536 and until 1900 was still much as the early Spaniards had made it : sewers ran along the street gutters and the houses were lit by candles. Then the railway came, and big changes with it. To-day Cali is an expanding industrial city and little colonial building is left. Through its centre runs the Cali river, a tributary of the Cauca, and looking down upon the city are green hills upon which are developing the newer residential districts. On one mountain is a statue

of Christ and there are three large crosses on another mountain. The city's centre is Plaza de Caicedo, a tiled square with a statue in the centre of Joaquin Caicedo y Cuero, one of the Independence leaders. Facing the square are the Cathedral, the Palacio Nacional, and large office buildings.

Cali's most famous buildings are the church and monastery of San Francisco. Inside, the church is now modern and ugly, but the monastery has a splendidly proportioned domed belltower—an example of the mudejar tower said to be unique in South America. The paintings of former abbots and monks in the monastery are crude but extremely expressive. The 17th century chapel of San Antonio on the Colina de San Antonio is worth seeing and there is a fine view. There is a remarkable museum in a private house in the town (Dr. Buenaventura's), containing a gold Incaic ritual mask, Bolívar's pistols, two religious paintings made with coloured earth by soldiers of the conquistadores, coins, Indian blowpipes and arrows and mummies and important state documents.

Industries : Celanese Colombiana, S.A. ; Cartón de Colombia, an affiliate of the Container Corporation of Chicago ; the Goodyear (tyre) Company ; textiles, paper by-products, soap, pharmaceuticals, building materials, office equipment, beer, clothing, hats, canned produce, tobacco. In addition to national companies there are some 40 United States concerns. The American colony numbers about 500.

Hotels : Aristi ; Alferez Real ; Menendez ; Ma Victoria ; Del Rio ; Balkanes ; Parisiense ; Savoy.

Restaurants : Aristi Grill ; Alferez Grill ; Don Carlos ; Hostería Madrid.

Clubs : Club Colombia; Club de Tennis de Cali ; Club San Fernando, modern and luxurious ; Club Campestre, with a magnificent golf course.

Stadium : The Pasqual Guerrero Stadium, in the San Fernando district, can hold 35,000 people and has large swimming pool.

All America Cables and Radio, Inc., 1-6 Calle 12 (Esquina de Primera Carrera). Branch office : Hotel Aristi.

Bank : Bank of London and South America Ltd. ; National City Bank of New York.

British Consul : Edificio Ulplano Lloreda.

A 105 miles W by railway (six hours), and road (four hours) over a pass in the Western Cordillera is

Buenaventura, the only important port on the Pacific coast of Colombia and one of the busiest on the West Coast. It stands on the island of Cascajal, 10 miles inside the Bay of Buenaventura. The entrance has a depth of only 25 feet, but a tide gives it a further depth of 13 feet, and this allows the largest vessels to discharge alongside.

Buenaventura is 348 miles by sea from Panamá, and 440 miles by road and rail from Bogotá. Population, 50,000. The heat is considerable : mean temperature, 85°F. There is rain nearly every day : average annual rainfall is 350 inches, and the climate is not too healthy. The main exports are coffee, gold, platinum, and sugar. The port is very congested, and so is the railway E to Cali : a single track with no room for a second. Nor is the road to Cali paved. A road to Buga is being built to ease the traffic congestion. A 64-mile pipe line conveys petroleum products to Cali.

The town itself is mean and dirty, with steep unpaved and crooked streets lined with adobe huts. The population is mostly mulatto. S of the town a swampy coast stretches almost as far as Tumaco ; to the N lies the deeply jungled Chocó Department. Tourist launches run short trips up the Río Agua Dulce so that visitors can see the jungle along the banks of the stream.

Shipping : The P.S.N.C. Company have frequent services to Ecuador, Peru and Chile. Chilean, Dutch, French, German, Italian, Japanese, Grace, Johnson, Knutsen, West Coast (Danish) Lines, Flota Mercante Grancolombiana, Gulf South America, and Standard Oil Tankers all call frequently.

Industry : A factory producing mangrove extract.

Hotel : Estación.

Cables :—All America Cables Inc., Edificio Dixie, Parque Bolívar.

Wireless :—Marconi Co.
American Consular Agency :—Grace Building.
Rail :—To Cali 105 miles ; south *via* Cali to Popayán ; north *via* Cali to Armenia, Cartago, Manizales and Medellín. There is no through line to Bogotá. Passengers must go by road from Armenia across the Quindío to Ibagué, whence there is a railway line to the capital.

There is a Pan-American Highway and a railway S through the Cauca Valley from Cali to Popayán, 100 miles away. It takes about 5 hours by railway, and the best views are from the train. At first the line passes through a land of rich pastures interspersed with sugar-cane plantations. To left and right are the mountain walls of the two Cordilleras. At the stations sellers of fried chicken and fruits press their wares on the passengers. The valley narrows and the train begins to climb, with occasional glimpses E of the towering Nevado del Huila (18,871 feet).

Popayán is in the garden valley of the Pubenza, at 5,774 feet, in a peaceful landscape of palm, bamboo, and the sharp-leaved agave. Population, 45,035. The early Spaniards, after setting up their rich sugar estates in the hot and wet valley, retreated to Popayán to live, for the City is high enough to give it a delightful climate. From early days Popayán was an aristocratic reserve, lived in mainly by people of pure European descent. It still is so to-day, and a very attractive town it is. The streets are wide and clean and there is little traffic. They are laid out in regular squares, with buildings of two storeys, in rococo Andalusian style. To N, S, and E the broken green plain is bounded by mountains. To the SE rises the snowcapped cone of the volcano Puracé (15,100 feet) ; it smokes nearly all the time, but erupts rarely, though there are occasional earthquake shocks.

Popayán was founded by Belalcázar, one of Francisco Pizarro's lieutenants, in 1536. Its early years were clouded by wars against the fierce Pijao Indians, but these were soon conquered and Popayán became the regional seat of Government, subject, until 1717, to the Audencia at Quito, and later to the Audencia of Bogotá. The University was founded in 1640.

Popayán is to Colombia what Weimar is to Germany, or Burgos is to Spain. There are beautiful old monasteries and cloisters of pure Spanish classic architecture in the city, and nearly all the churches are old, though many of the interiors have been deplorably spoilt by "cheap statuary, commercial religious prints, imitation marble, imitation wood, cardboard cherubim and clouds." This was the home of the poet Guillermo Valencia, it has given no less than 7 presidents to the Republic.

The most famous churches are San Francisco and San Agustín. San Francisco (Calle 4 and Carrera 9) is especially famous for its carved pulpit and the bell whose voice can be heard all over the valley. The sacristy has some rich ritual treasures, particularly the gold and enamel monstrance studded with precious stones. There is a most beautiful monstrance, too, at San Agustín (Calle 7 and Carrera 6) and a colonial doorway which is a joy. The Chapel of Belén, in Plazuela Belén, on a hill to the W of the city, is worth visiting for the view. A typical street of Colonial mansions is Calle Próceres, N of Parque Caldas. The versatile Francisco José de Caldas was born here in 1771. It was he who discovered the method of determining altitude by the variation in the boiling point of water, and it was to him that Mutis (of the famous *Expedición Botánica*) entrusted the directorship of the newly founded Observatory at Bogotá. He was, besides, an able writer who wrote ardently for the cause of Independence. He was butchered in 1815 during Morillo's "Reign of Terror."

There are two interesting museums : one at the Cabildo, on Parque Caldas, and the other, the museum of Jorje Irragori, at Calle 5 and Carrera 5. University students stroll about the streets. The University is on Calle 4, a block away from Parque Caldas, the central square, in the old Dominican monastery. The entrance

is beside an old stone fountain and an 18th century church.

Hotels : Lindbergh ; Victoria.

Popayán is famous for its Easter celebrations. A permanent Council for Holy Week directs the preparations. On Palm Sunday a procession brings down two images from the Chapel of Belén, which stands on a hill overlooking the city, to the Cathedral, where they rest in between the night processions of Holy Week. The first image is of *El Santo Ecce-Homo*, a near life-size figure of the seated Christ crowned with thorns, brought in the 17th century from Pasto. This image, known as The Master, is popularly regarded as the patron of the workers and the guardian of the city against lightning, earthquakes and termites. The second image is that of the Fallen Lord, also almost life-size, and depicting Christ fallen on the ground after being whipped.

On Tuesday there is a candle-lit night procession of 13 images from the Church of San Agustín. The afternoon is given over to the unique ceremony of the Feast of the Prisoners, when the Archbishop, in full regalia, heads a procession bearing rare foods to the prison. The evening procession leaves San Agustín at seven. One by one the heavy images are carried into the street, where they are lined up. A band plays a requiem ; the bearers, in dark blue robes and wide, embroidered sashes, lift their burdens, and the procession moves off, lighted by a number of men and women who carry candles, four or five feet long, which have been lit at the Cathedral. Street sweepers move before the procession. Behind them come four small boys in the purple robes of acolytes, two swinging incense censers, one ringing a small bell, and the last carrying a crucifix.

There are processions throughout the week, and each procession includes eleven, twelve, or thirteen images taking over an hour to pass. Except on Good Friday, each procession is closed with one of the richest, most beautiful and most venerated of all the images : that of Our Lady of Sorrows. The Good Friday procession depicts the events between the Crucifixion and the burial of Christ : Death, a grinning skeleton with a scythe ; men carrying hammers and instruments to take His body from the Cross ; angels bearing the symbols of the Passion and the Holy Sepulchre, showing the body of Jesus lying on a bier decorated with ivory and silver and shell.

During Holy Week the streets of Popayán are filled with Indians and people from the countryside dressed in brilliant skirts and black shawls. The population suddenly swells from about 20,000 to as much as 50 or 60,000.

Excursions : Those who have the time and the inclination can climb the Volcano of Puracé, 23 miles away. On the road, near the volcano, is the little town of **Puracé,** where there are several old buildings. The road goes on over the Central Cordillera to Neiva, 155 miles to the NE.

A favourite tourist excursion is the drive up to **Silvia,** 2-3,000 feet higher than Popayán, in a high valley at the end of a narrow mountain road. Silvia (according to Christopher Isherwood) " lives by over-charging the tourists and cheating the Indians." The Indians of the neighbourhood are Guambas, extremely independent and contrary : they always vote Liberal because other peasants vote Conservative. They hold interesting fiestas at Silvia.

The Pan-American Highway goes S to Pasto. The going gets rough, for the highway is so narrow and twisting that control stations every 10 or 20 miles permit only ordinary traffic.

" The distance from Popayán to Pasto," writes Christopher Isherwood in *The Condor and the Cows*, " is 170 miles. This doesn't seem much to cover in a 17-hour ride—until you see the country. First there is the descent into the hot lowlands around El Bordo. Then the long grinding climb to La Unión, perched on its sheer-sided ridge. From there on the terrain resembles violently crumpled bedclothes. You enter tremendous valleys, and foresee twenty miles of your journey at a glance, for the road is scribbled wildly across them. The tilled fields on the opposite mountain-face look nearly vertical. The racing bus creaks and rolls like a boat amidst its clouds of dust. At the blind precipice-corners, with nothing but empty air ahead . . . we had several breath-taking squeezes. Others, before us, had been less lucky. All along the way, you see crosses which mark the spot where someone went over the ridge. At length, long after dark, when your head swims and your back aches and you no longer care . . . you come over the top of a final pass, and there are the lights of Pasto in a shallow hollow below."

Pasto, capital of the Department of Nariño, stands upon a high plateau (8,510 feet), in the SW, 76 miles from the frontier with Ecuador. The population (80,615) is mostly Indian. The city, which has lost its colonial character, was founded in the early days of the conquest. To-day it is a centre for the agricultural and cattle indus-

tries of the region, which exports little. Hats are made and Pasto varnish to embellish the strikingly colourful local wooden bowls. There are some gold mines in the neighbourhood. The extinct volcano, Galeras (14,000 feet) is to the W. It is volcano ash which has raised the level of the valley floor to such a height.

During the wars of Independence, Pasto was a stronghold of the Royalists and the last town to fall into the hands of the patriots after a long and bitter struggle. This is typical of the character of the men of Nariño Department, the most traditional of all the Colombian peoples.

Hotels : Pacífico ; Niza.

Tumaco, a small Pacific port, can be reached in two ways from Pasto. Both routes are the same for some distance. A branch road turns off to the right from the Pan-American Highway, 54 miles S of Pasto. At Junín (57 miles), it bifurcates : one branch goes straight ahead for 12 miles to El Diviso ; the other runs N about 29 miles to Barbacoas, on the Río Telembí. From El Diviso there is a railway (60 miles) to Tumaco ; from Barbacoas a river steamer can be taken to Tumaco down the Telembí and Patía rivers. A road is to be built from El Diviso to Tumaco. Gold has been mined at Barbacoas since 1680.

Tumaco is 180 miles S of Buenaventura, but is only a very small port in comparison. The mouth of the river Patia is about 25 miles N, and steamers bring the produce of southern Nariño down to Tumaco from Barbacoas. Tagua, cacao, tobacco and vegetables are shipped in small quantities.

The town itself is built on an island, and ships anchor in face of the town. Other islands are dotted about the bay. Like Buenaventura, it is hot, with an average temperature of 81°F., and the climate is unfavourable. The old wooden town was completely destroyed by fire in 1947, but has been rebuilt. Population, 35,304.

Over high rolling country planted to wheat in many places, the Pan-American Highway covers the 72 miles from Pasto to Ipiales. It reaches 10,000 feet at Túquerres, dropping to 8,000 at Guachucal, and rising again to 9,000 feet at **Ipiales,** a town of about 25,000 people, with a good hotel and famous for its colourful Saturday morning Indian market. It is 2½ miles from the international Rumichaca bridge across the Carchi river into Ecuador. The frontier-post stands on a natural bridge, for the river gorge here is pinched into a bottle neck. Behind it towers the tumultuous and forbidding mountains of the next republic south. The real customs and passport examination takes place at Tulcán, in Ecuador.

ECONOMY.

Some 55 per cent. of the working population are engaged in agricultural or pastoral pursuits, forestry and fishing. But apart from coffee and bananas there is little export of what is grown on the land, for population increases at a much faster rate than the production of foodstuffs. Well over half the country is covered with woods and tropical forests, and only 2 per cent. is cultivated. Though there are some large properties, the typical Colombian farm is small : only some five acres. Even the average coffee plantation has only about 3,000 trees.

There is one Colombian peculiarity which makes for an uneconomic use of the land : the fertile valley bottoms are in almost all cases used to graze cattle, and the crops are relegated to the less fruitful slopes. This, though made illegal, is still widely practised. Erosion and exhaustion are two other pressing problems. The heavy rains wash away the topsoil, which is carried to sea by the rivers : the Magdalena draws away each year the equivalent of 1½ inches of soil over a million acres. Rice growing on sandy slopes also causes serious erosion. Soil exhaustion is due in the main to migratory farmers in the remoter areas who clear the land by fire, cultivate two or three crops, and then move on to repeat the process.

Irrigation could do much to increase the production of foods, but it is not as yet practised anywhere except in the Department of Tolima, at Saldana and Coello. Farms are under-mechanised, and too little credit is available for the purchase of equipment by the smaller farms. The difficulties of transport often make it impossible to move gluts in one area into other areas of scarcity. Facilities for storage and packing are poor, and there is little processing of agricultural produce. The land worker, too, suffers from various disabilities : much illiteracy, poor housing, ill balanced diets, and low standards of health. He is not, as in Chile, traditionally bound to the land, but this has the disadvantage of not providing a check on migration to the towns : a disturbing phenomenon all over the world to-day. But the Government is now backing the organisations which are developing the rural areas, and the Ministry of Agriculture has set up five agricultural stations which are doing good work.

The **staple crops** are rice, maize, wheat, barley, beans, potatoes, cassava, plantains, sugar and panela, cacao and tobacco. The production of rice (170,128 m. tons), beans and sugar-cane is on the increase ; the others are relatively stationary. Colombia grows enough tobacco and sugar and rice for itself : there are even small exports, but there are large imports of cacao for the chocolate factories and of wheat for the flour mills. Export of tobacco was 4,472 m. tons, value 5.3 million pesos, in 1955.

The Government encourages the growing of other crops, such as coconuts along the Atlantic sea-board and peanuts and sesame, all raw materials for the vegetable fats and oils industry. There is very little systematic cultivation of the fibres, but the country is self-supporting in sisal (for sacks, rope, twine, and the alpargatas worn by the poor) ; in fique fibre (for making coffee sacks) ; and in pita fibre (for making fishing nets). There are plenty of rubber trees along the eastern rivers, especially in the Territory of El Vaupes, but collection has fallen away to about 30,000 tons, though this figure could be quintupled by organisation.

There is a great variety of fruits, but only one cannery : at Bucaramanga. **Cotton** is grown on a small scale in most parts of the country, and on a commercial scale in the Departments of Magdalena, Atlántico, and Tolima. The crop is now 125,000 bales but there are still imports for the rapidly growing textile industry.

Export crops : Coffee accounts for 83.3 per cent. by value of the total exports, and over 81 per cent. of it is bought by the United States. The first crops were gathered towards the end of the 18th

century, and exports began in 1835. Caldas to-day produces 30 per cent. of the total. Next in importance are Antioquia (Medellín district), Cundinamarca (Bogota), Santander del Norte (Cúcuta), Santander (Bucaramanga), and Tolima. Other Departments grow the crop but on a much smaller scale. Plantations are generally at between 2,000 and 7,000 feet. Trees take five years to mature and then produce for 40 more. Coffee is picked almost all the year round. This prevents seasonal booms and slumps, allows the transport services to work evenly, and steadies the price by regulating the entry of coffee into the markets.

Colombia is the world's second largest producer—the first is Brazil. The annual crop is about 7 million bags of 60 kilos each. Internal consumption is about 650,000 bags. The rest is exported. Exports : 1954—5,753,820 bags, value 1,375.4 million pesos ; 1955—5,866,891 bags, value 1,218.2 million pesos.

Banana growing is the chief industry of the Santa Marta district, where the United Fruit Company owns about a fifth of the plantations. Exports began in 1872, and by 1913 had reached a total of 7 million stems a year. The sigatoka fungus thereafter reduced the exports steadily until there was none in 1943. But the blight has now been controlled and exports have been growing steadily again. In 1952 these were 6,454,193 stems, value 23.1 million pesos, with 9,154,709 stems, value 42.1 million pesos in 1955. Most of the exports go to the United States and Germany.

Livestock : Cattle breeding is an ancient industry in Colombia, and one that is now rapidly increasing its production of meat, hides, and milk. There are small imports of pedigree cattle for up-grading the herds and of cattle from Venezuela to fatten in Santander, but the cattle exports to the Canal Zone, Curaçao, Trinidad and Venezuela are much larger. The imports from Venezuela have unfortunately brought foot-and-mouth disease with them. Cattle are driven on foot from the Eastern Llanos of Colombia over a high mountain road to the slaughter houses of Bogatá, with a serious loss in weight and in mortality, but this is now partly remedied by flying the meat from Villavicencio. There are imports of dairy products. Colombia is still a small exporter of hides, but imports are now being made to meet the demand of many new tanneries. Exports of finished leather are increasing.

There are about 10 million head of cattle, 2.4 million horses, mules and asses, 1.8 million pigs, 1.1 million sheep, .3 million goats, and 21 million poultry. It is said that the cattle herds are growing by 600,000 a year.

Minerals.

Petroleum is 10.5 per cent. of all exports, by value. In 1937 the percentage stood at 23, but fell away steadily as internal consumption rose and as coffee became dominant in the exports. Petroleum extraction is, to-day, larger than it ever has been, but internal consumption rises at a rate of about 10 per cent. a year. The Currie Mission, reporting in 1950, stated that the proven reserves would last for less than ten years. Colombia is now the second largest producer in South America.

There are three important oil concessions. The first is on the Magdalena river, at Barrancabermeja. This field is now owned by a national company, the Empresa Colombiana de Petroles, which was formed to take over when the 32-year De Mares concession expired in 1951. The second is on the far side of the river, where there are Yondo Concession (Shell) oil wells at Casabe and Cantagallo. There are Shell oil wells also at El Dificil, to the east of the Magdalena in the Caribbean flatlands.

Empresa Colombiana has a large refinery at Barrancabermeja, but surplus crude is taken by the Andian pipeline to Mamonal, at Cartagena. This pipeline, 335 miles long and with a capacity of 70,000 barrels daily, also picks up Shell oil from across the river and from El Dificil.

The third group of oil wells are at Catatumbo, about 70 miles north of Cúcuta, in a prolongation into Colombia of the Maracaibo basin. This, the Barco Concession, was granted to the South American Gulf Oil Company in 1931. A pipeline has been built over a 6,000 foot pass in the mountains to the Magdalena and on to the coast at Coveñas, 70 miles south of Cartagena. It is 250 miles long and has a capacity of 27,000 barrels a day.

Texas has a concession at Terán, on the river below Puerto Salgar, and another based on a refinery at Guamo, 22 miles south of Girardot. A 20-mile pipeline brings the crude from the wells to the refinery. Production is small as yet.

Production, in barrels, has been as follows of late :—

	1951	1953	1955
Shell	13,989,000	15,814,000	14,703,000
Empresa Colombiana ..	13,846,000	12,537,000	11,254,000
Barco	10,104,000	9,331,000	9,788,000
Texas	461,000	1,586,000	3,526,000
Others	—	162,000	440,000
Total	38,398,000	39,430,000	39,711,000

Refinery throughput : 1954—11,401,000 barrels ; 1955—14,136,000 barrels. Petrol produced : 1954—2,810,000 barrels ; 1955—4,929,000 barrels.

Oil exports : 1954—30,404,000 barrels, value U.S.$75,559,000 ; 1955—25,380,000 barrels, value U.S.$61,484,000.

The next important mineral exports are those of gold and silver, platinum, and emeralds. **Gold** has been both mined and dredged in the streams since the Spanish conquest, and Colombia is the largest producer in South America. The Department of Antioquia is particularly rich in the metal, and has no less than 630 mines. It produces 71.2 per cent. of the gold, the Chocó 14.0, Nariño 6.9, and Cauca 4.4. There are small amounts from six other Departments. Alluvial gold is 76.4 per cent. of the whole. Three foreign companies account for 81 per cent. of production, which was : 1941—656,000 oz. ; 1953—436,045 oz. ; 1955—380,826 oz. when exports were valued at 32.0 million pesos.

Silver is usually found mixed with the gold. Antioquia accounts for 78.8 per cent. of the production, which was 271,000 oz., in 1941, and 112,037 oz., value 249,135 pesos in 1955.

Colombia is the only country in South America which has **platinum,** though it cannot hope to rival the production of Canada, South Africa and Russia. Most of it comes from the headquarters of the rivers Atrato and San Juan in the Department of the Chocó. Production has fallen from the 54,900 oz., of 1934 to 19,801 oz., in 1952, and 27,526 oz. troy in 1955. Exports, 1955 : 27,526 oz., value 4,594,100 pesos.

The Muzo tribe worked **emeralds** in the Muzo mine long before the coming of the Spaniards, who did not themselves exploit them until 1567. There are several deposits, but the only mines now worked are those at Muzo and Chivor, both in Boyacá Department ; the first is worked in the national interest by the Banco de la

Republica ; the second is U.S. owned. Two kinds are produced : the emerald proper and the moralla, or small fry. Colombia is the largest source of these precious stones in the world, but the few statistics issued are quite meaningless. It is known that a very high proportion of Colombian stones flow into world trade channels as contra-band, the result of organised piracy.

Colombia has large reserves of **coal,** particularly in Boyacá and Cundinamarca Departments, and near Calí. There are large reserves also at Cerrejón, near the Sierra Nevada de Santa Marta. Nevertheless, coal is not as yet very actively mined or shipped abroad, though there are plans for exporting the coal mined near Calí, in the Cauca Valley. All the important mines are near Calí, Bogotá and Medellín. Estimates of annual production vary from half a million to a million tons. Mining, by all accounts, is both inefficient and extremely costly.

Colombia is equally well endowed with **iron,** which is mined in several departments. The conjunction of iron, coal, and limestone in close proximity has led to the establishment of a steel works at Paz de Río. This produced in 1955 some 99,000 m. tons of pig iron, 77,000 m. tons of ingots, and 35,000 tons of rolled products.

An account has also been given of the famous **salt** mines at Zipaquira, and of the great soda plant which has been put up not far away. The production of salt was 208,707 m. tons in 1954, and 209,242 m. tons in 1955.

Of late Colombia has, for the first time, begun exploiting the more important non-ferrous metals. A foreign company works the Medina zinc mine, 62 miles east of Bogotá. It produces between 30 and 60 tons a month of 60 per cent. grade ore. At present the ores are crushed and handpicked ; the better quality is taken to the coast in sacks for export, the lower quality stored till a concentration plant is built.

Work has also started on a small **lead** mine at Ubala, where some 10 tons a month of lead are refined.

Other minerals : There are known deposits of copper, manganese, natural phosphates and sulphur. One plant, at 12,000 feet near Popayán, turns out sulphur on a commercial scale when prices warrant it.

Industrial Development.

Some 45 per cent. of the working population are employed in industry, transport, commerce, etc.

Effective development in industry dates from about 1930, but growth has been rapid and to-day the national production meets nearly all the internal demand for textiles, footwear, cement (1,045,537 m. tons), building materials, beverages, certain industrial chemicals, glass, tyres, pharmaceuticals, foodstuffs and tobacco. Colombia has now about 47,112 manufacturing plants employing 171,871 workers, but only 3.1 per cent. of them hire more than 20 persons each and 96.9 per cent. have fewer than 20 workers.

The leading industries, by value of production, are foodstuffs (32.3 per cent.), textiles (16.9), beverages (12.4), clothing and footwear (6.5), pharmaceuticals (5.2), tobacco (5.2), bricks and cement (4.6). Cotton spinning and weaving is on an important

scale and efforts are being made to attain self-sufficiency in cotton and wool. Output in textiles, especially cotton, exceeds the country's needs. Only woollen goods are still in keen demand from abroad. Rayon is being produced in increasing quantities, at Barranquilla, Medellín, and Cali.

Some of the Fomento's other projects are a vegetable oil factory at Barbosa, a rope factory at San Gil (both in Santander), the Icollantas tyre and tube factory, a mangrove extract plant at Buenaventura, and Icopesca, a sea-fishing, fish-canning and freezing organization.

Industry in Colombia is hampered by several factors : the generally low standard of efficiency of the worker, the high costs of the system of social insurance (see the introduction), the low purchasing power of the mass of the people, transport difficulties and high charges and insufficient power. Industry can only function behind high tariff walls. There is a resulting general preference for producing small quantities at stiff prices, and investors expect an excessively high profit. But the most serious obstacle to industrial development is the shortage of electrical power. Potential water power has been estimated at 5.4 million horse-power. The total installed capacity of plants is 520,000 kilowatts, of which 286,000 are hydro-electric and the rest thermal. The Instituto calculates the required generating capacity at 1,800,000 kilowatts. Power cuts are a routine in most cities and towns.

Public Debt.

	Internal.	External.
June, 1954 ..	366,800,000 pesos ..	192,300,000 pesos

Imports and Exports.

Thousands of pesos.

	Imports. (CIF)	Exports. (FOB)
1952	1,005,700	1,153,284
1953	1,192,000	1,490,300
1954	1,679,447	1,642,843
1955	1,673,227	1,459,741

Note.—These figures show the gross exports and imports. To obtain the net figures add to the imports 12 per cent. for freights, insurance, etc., and deduct from the exports the following items exported by foreign countries, the value of which does not enter Colombia : oil, 100 per cent., bananas, 30 per cent., platinum, 32 per cent.

In 1955 the U.S.A. supplied 62.5 per cent. of the imports, and took 74 per cent. of the exports.

INFORMATION FOR VISITORS.

How to get to Colombia :

From Britain : By Sea : By Royal Mail Lines' vessels from London to Barranquilla and Cartagena ; by Pacific Steam Navigation Company's vessels from Liverpool to Cartagena and Buenaventura ; Elder & Fyffes' vessels from Avonmouth to Kingston, Jamaica, and on by air to Barranquilla. The ports are connected by air with all the inland cities. Rail, road and river routes from the ports are given in the text.

By Air : The quickest way from the United Kingdom is by air

taking B.O.A.C. planes from London *via* Gander, Bermuda and Nassau to Montego Bay, Jamaica, whence there are daily connections with all the main towns of Colombia. An alternative route is B.O.A.C.'s daily flight to and from New York where a direct connection may be made to and from Colombia by AVIANCA or U.S.A. carriers.

United Kingdom passengers travelling via Colombia by air on a fixed flight itinerary, with changes to other aircraft at one of the Colombian international airports, can obtain Transit Cards which allow them to remain in the country for up to 15 days, provided the airline accepts responsibility for their departure from Colombia within the stipulated period. Passengers travelling by sea who arrive at Colombian ports enjoy the same privilege if the shipping line accepts the same responsibility. Such passengers must have a valid passport and a visa for the country of destination or of transit.

From the U.S.A. : By Sea : The Grace Line has sailings to Buenaventura *via* the Panamá Canal, taking about 7 days, and sailings from New York to Barranquilla by way of La Guaira and Puerto Cabello (Venezuela) and Curaçao, taking about 8 days.

Lykes Brothers Steamship Company, of Galveston, Texas, has a service from Houston and Galveston, Texas, to Cartagena and Barranquilla : 10 days to Cartagena and 11 to Barranquilla.

By Air : Pan-American Airways have a service from New York *via* the Canal Zone through Colombia and down the west coast of South America. Avianca flies from New York to Barranquilla and Bogotá. Pan-American Grace Airways (Panagra) have a route down the West Coast from Balboa (Canal Zone), with connecting Panagra planes to Cali (Colombia).

From Europe : By Sea and Air : Several European (other than British) shipping companies have services either to Barranquilla and Cartagena or to Buenaventura. AVIANCA has a fortnightly air service from Bogotá *via* the Bermudas and the Azores to Lisbon, Paris and Madrid. Air France flies from Europe to Martinique, and from Martinique to Barranquilla and Bogotá *via* Port of Spain, Barcelona, La Guaira and Maracaibo (all in Venezuela). The Uraba-Medellín Central Airways (UMCA), serves Medellín from Balboa and has regular flights in connection with Avianca. The Royal Dutch Airlines (K.L.M.) flies the route Curaçao-Aruba-Barranquilla-San José (Costa Rica) daily. Once a week this route is prolonged to Managua and San Salvador. The shipping line Compagnie Generale Transatlantique plies between North European ports and Buenaventura.

From Neighbouring Republics : Pan-American Airways and Panagra connect Colombia with republics to N and S. Colombia and Venezuela are reciprocally served by the Colombian AVIANCA and the Venezuelan LAV.

Colombia can be reached by road from both Ecuador and Venezuela.

Internal Colombian Air Services : Most of the internal routes are flown by Aerovias Nacionales de Colombia (AVIANCA) which, as a subsidiary of Pan-American Airways, is linked up with that system's international routes to N and S. It accounts for 93 per cent. of the passenger, and 73 per cent. of the freight carriage.

AVIANCA is the oldest airline in the Americas. It was founded on December 5, 1919, at Barranquilla, under the corporate name of Sociedad Colombo-Alemana de Transportes Aéreos SCADTA ; it has 35 continuous years of operation to its

credit. AVIANCA is the exclusive air mail carrier for the Government : it operates air mail post offices throughout Colombia, transports the mail, sells stamps, and delivers the letters. It serves more than 60 different cities within Colombia.

SAM Aérotransportes (Sociedad Aérea de Medellín) has a fairly extensive internal passenger network in conjunction with the KLM ; line is known as RAS (Rutas Aéreas Sam).

The Sociedad Aérea del Tolima, S.A. (SAETA) connects Ibagué with other important Colombian cities. The municipalities of the Department of Bolívar are served by the Compania de Taxis Aéreos Bolívar, S.A. The shipping line, Naviera Colombiana, flies an air cargo service between Barranquilla and La Dorada. TACSAL operates from Barranquilla and Cartagena to Tumaco ; and LATCO runs international cargo services. Lloyd Aéreo Colombiano (LAC), has internal services, and flies from Bogotá to Cochabamba (Bolivia).

There are in all 18 Colombian air companies. In 1954 Avianca alone carried 836,816 passengers and 72,872 m. tons of cargo.

Internal railways and roads are detailed in the text.

Passport and other regulations. A passport and visa are necessary to visit Colombia ; application should be made several weeks before the journey, and the applicant must go himself to a Colombian Consulate. In London, it is as well to make an appointment beforehand.

Visitors from the U.S. are accepted on presentation of a tourist card in lieu of a passport.

Colombia has several types of visa. The *Visa Temporal* is valid for 180 days and cannot be extended. Within 48 hours of arriving the holder must present himself, with four passport photographs, at the Aliens' Department of the Police. There are no further formalities if he is staying less than 30 days. If he is, he is given a temporary identity card, and he must disclose what foreign exchange he has at one of the Export Control offices of the Banco de la República. Before he leaves the country he must get a certificate stating that he has met any income tax claims to which he may be liable (*certificado de paz y salca*). He must go again to the police and get a certificate of good conduct (*certificado de buena conducta*) before he is issued with a permission to leave the country (*permiso para salir del pais*).

The *Visa de Transito* is valid for a stay of 15 days. The holder has to present himself to the police after he arrives and before he leaves. The visa cannot be extended.

There is also a *Visa Ordinaria* for those who want to stay for a year, and a Tourist Visa, valid for 60 days, for genuine tourists.

Those who enter Colombia must have certificates of vaccination against smallpox and of inoculation against yellow fever. Travel regulations are often altered, and the prospective traveller should consult a travel agent or the Consulate.

It is always advisable for business men to carry references from public and private bodies in the United Kingdom, such as Chambers of Commerce, etc., and in their own interests, to make themselves known to the Commercial Department of the Embassy.

The maximum amount of personal luggage admitted free of duty is 150 kilos per adult, 75 kilos for children over 10, and 50 kilos for

younger people. The maximum for immigrants is 500 kilos.

Tourist Information : The Direccion Nacional de Turismo, with its headquarters at Bogotá, has branches in several other towns. One of the main tourist agencies is Expreso Ribón, or Turismo Ribón. It has offices at Bogotá and in most of the other cities and large towns. Its publications are extremely helpful. The Automobile Club of Colombia (H.Q. at Bogotá and branches elsewhere), gives information about roads and hotels.

The Instituto Geografico de Colombia issues a splendid Tourist Map (Mapa Turistico) of Colombia. On the back of this useful map there are town plans of Bogotá, Medellín, Cali, Cartagena, and Barranquilla. Our sketch maps have been drawn from this map by kind courtesy of the Institute.

The **best time for a visit** is December, January and February : the driest months. But pleasure—it happens sometimes—is in conflict with duty, for these are not altogether the best months for business, because most of the merchants are then on holiday.

Business men should consult " Hints to Business Men Visiting Colombia," free from the Commercial Relations and Exports Dept., Board of Trade, Horse Guards Avenue, London, S.W.1.

Climate and Clothing : The climate is entirely a matter of altitude : there are no seasons to speak of, though some periods are wetter than others. Tropical clothing is necessary in the hot and humid climate of the coastal fringe and the eastern prairies. In Bogotá frosts occur and winter-weight clothing is needed all the year round. Between these two extremes there exists every type of intermediate climate. In Medellín and Manizales medium-weight clothing will do. A dual-purpose raincoat and overcoat is useful in the uplands.

Health : The larger cities have well organised sanitary services. Water should be boiled or the excellent local mineral waters used in the smaller towns of the tropical coast and the interior. Mosquito nets are useful in the coastal swampy regions. Few places are unhealthy. The health of the inhabitants is dealt with on page 431.

The **Cost of Living** varies considerably from place to place but is as high as in the U.S., and from two to three times as high as in Britain. Bogotá middle class cost of living index : 1940 = 100, rose from 335.8 in December, 1952, to 379.0 in Oct., 1955. Barranquilla, Calí and Medellín are slightly less expensive to live in than Bogotá.

A restaurant meal of the type that a business man might give to a prospective customer would cost the equivalent of from £3-£5 per person. A single man needs 900 pesos a month, and a married man 1,500 pesos. These are the absolute minima.

Weights and measures are in the metric system, though Spanish ones are often found side-by-side with them.

Currency : The monetary unit is the peso, divided into 100 centavos. The free rate of exchange is 4.10/4.13 pesos to the U.S. dollar, or 11.48/11.53 pesos to the £, buying and selling.

The coins in circulation are 1, 2, and 5 centavos in cupro-nickel, 10, 20, and 50 centavos in silver, and notes of ½, 1, 2, 5, 10, 20, 50,

100, and 500 pesos.

The **public holidays** are on the following days :

January 1 : New Year's Day.
March 19 : St. Joseph.
Maundy Thursday.
Good Friday.
Holy Saturday.
May 1 : Labour Day.
Ascension Day.
Corpus Christi.
Sacred Heart.
June 29 : SS. Peter and Paul.
July 20 : Independence Day.
August 7 : Battle of Boyacá.
August 15 : Assumption.
October 12 : Discovery of America.
November 1 : All Saints' Day.
November 11 : Cartagena Independence.
December 8 : Immaculate Conception.
December 17 : Death of Bolívar.
December 25 : Christmas Day.

The main **newspapers** in the larger towns are :

BOGOTÁ : " El Espectador " Liberal morning paper ; " Diario Grafico " Conservative evening paper ; " La Republica " and " Diario de Colombia." (both Conservative and morning) ; and " El Mercurio," (independent and evening). " Diario Oficial " is the official gazette. " El Tiempo " is one of the most famous dailies in South America.

SANTA MARTA : " El Estado."
PASTO : " Renacimiento."
QUIBDÓ : " A.B.C."
MEDELLÍN : " El Colombiano," " La Defensa," " El Correo," " El Diario."
BARRANQUILLA : " La Prensa," " El Heraldo," and " El Nacional."
CARTAGENA : " Diario de la Costa " and " El Figaro."
MANIZALES : " La Patria."
CALÍ : " Diario del Pacifico," " Relator," " El Pais."

Postage : The internal postal tariff for letters is 2 centavos per 15 grammes local, 5 centavos non-local ; letters to the United States and members of the Pan-American Postal Union cost 5 centavos for each 20 grammes. On European letters the charge is 23 centavos per 20 grammes ; and 2 centavos per 50 grammes upon printed matter. Air mail to the United States is 25 centavos for each 10 grammes or fraction ; air-mail to the United Kingdom : 73 centavos for each 10 grammes or fraction. Mail from the United Kingdom, see page 28.

Telegraphs, Cables and Wireless : Most places, both large and small are served by the national telegraph system. Telegrams are 5 centavos per word for ordinary despatches, and 10 centavos for the " extraordinary " ones with preference over all others. Wireless contact with the outside world is provided by the Radio Nacional from all towns. Messages to Great Britain from Bogotá cost 156 centavos per word ; to New York, 111 centavos per word. All America Cables & Radio, Inc., has offices at Bogotá, Barranquilla, Buenaventura, Cali, Cartagena, and Medellín.

The **telephone** system has been installed in most towns, and the larger ones are inter-connected. From the larger towns it is possible to telephone to Canada, the U.S.A., the U.K., and to several of the Latin American republics.

Food : the food in the larger hotels and restaurants is not distinguishable from the food served by their kind the world over, but many of them provide local dishes as well. Lemon soup (*sopa de limón*) : lemon juice and wine with a sprinkling of bread crumbs) is served hot. *Locro de choclos* is a potato and maize soup so rich and nourishing that, with salad and coffee, it would make a meal in itself, but be moderate : there are some five more courses to come. Colombia has a slight variant of the inevitable *arroz con pollo* (chicken and rice) which is excellent. For a change *pollo en salza de mostaza* (chicken in mustard sauce—fried chicken in wine baked en casserole with a hot sauce) is recommended. Cartagena's rice with coconut can be compared with rice a la Valenciana. *Tamales* are meat pies made by folding a maize dough round chopped pork mixed with potato, peas, onions, eggs and olives seasoned with garlic, cloves and paprika, and steaming the whole in banana leaves. A baked dish of squash, beaten eggs and seafood covered with sauce is known as the

soufflé de calabaza. Sancocho is a delectable combination of all the tuberous vegetables, including the tropical cassava and yam, with chopped fresh fish or any kind of meat, possibly chicken. Made with shad, it compares with the best bouillabaise. No omelette is better than an egg empanada, which consists of two layers of corn (maize) dough that open like an oyster-shell, fried with eggs in the middle. The height of localism is reached in *canastas de coco* : pastry containing coconut custard made tasty with wine and surmounted with meringue. There is, indeed, quite an assortment of little fruit pasties and preserves. And there are most of the usual fruits : bananas, oranges, mangoes, alligator pears, and (at least in the tropical zones) chirimoyas, papayas, guavas, and the delicious pitahaya, taken either as an appetizer or dessert and, for the wise, in moderation. Tintos, the national small cup of black coffee, is often served exceedingly bitter but is cheap.

Drink : Barranquilla beer is excellent. The local rum is cheap. Aguardiente is popular. The wines are imported.

Sport : The only native sport, *tejo*, a form of quoits, has been supplanted by the international sports of football, baseball, swimming, and boxing. There has been a remarkable growth of the cult of the open air, though golf, tennis, and riding for pleasure are still the privilege of the wealthy.

Specifically Spanish are the sports of bullfighting and jai-alai. There are bullrings at Bogotá, Manizales and Cartagena. Polo is played at Medellín and Bogotá. Most of the larger towns have stadiums. Association football is the most popular game. Basketball has a singular attraction for men as well as for women. Jai-alai is played at Barranquilla, and American baseball at Cartagena and Barranquilla.

Fishing is particularly good at Girardot, Santa Marta, and Barranquilla ; marlin is fished off Barranquilla. The big game hunter can try his luck on bears, jaguars, panthers, tapirs, deer, and (most shockingly for the English) on foxes. Partridges, ducks and geese are plentiful.

Colombia is represented in London by an Ambassador (3 Hans Crescent, S.W.1.), and a Consul-General (23 Pont Street, S.W.1.) ; by Consular offices in Liverpool (North House, 17 North John Street, 2) ; and Glasgow (Room 322, 11 Rothwell St., C2). The Ambassador is Sr. Carlos Alberto Sardi Garcés.

Great Britain is represented in Colombia by an Ambassador and Consul at Bogotá (Carrera 8 No. 15-46, 6th floor, of the Bank of London and South America building) ; Consular offices at Cali, Medellín, Barranquilla, Santa Marta, Cartagena and Mariquita.

The Ambassador is Mr. E. J. Joint, C.M.G., O.B.E.

The **United States** are represented in Colombia by an Ambassador and Consul at Bogotá, Consuls at Barranquilla, Medellín, Cali, and Cúcuta, a Vice-Consul at Cartagena, and a Consular Agent at Buenaventura.

(The Colombian chapter has been revised by the Bogotá, Barranquilla, Calí, and Medellín offices, of Tracey & Cía, S.A., Colombia).

ECUADOR

ECUADOR has Colombia to the north, Peru to the east and south, and the Pacific Ocean to the west. Its area has never been measured, but is given in the U.N. "Statistical Year Book" as 104,551 square miles. Of the South American republics only Uruguay is smaller.

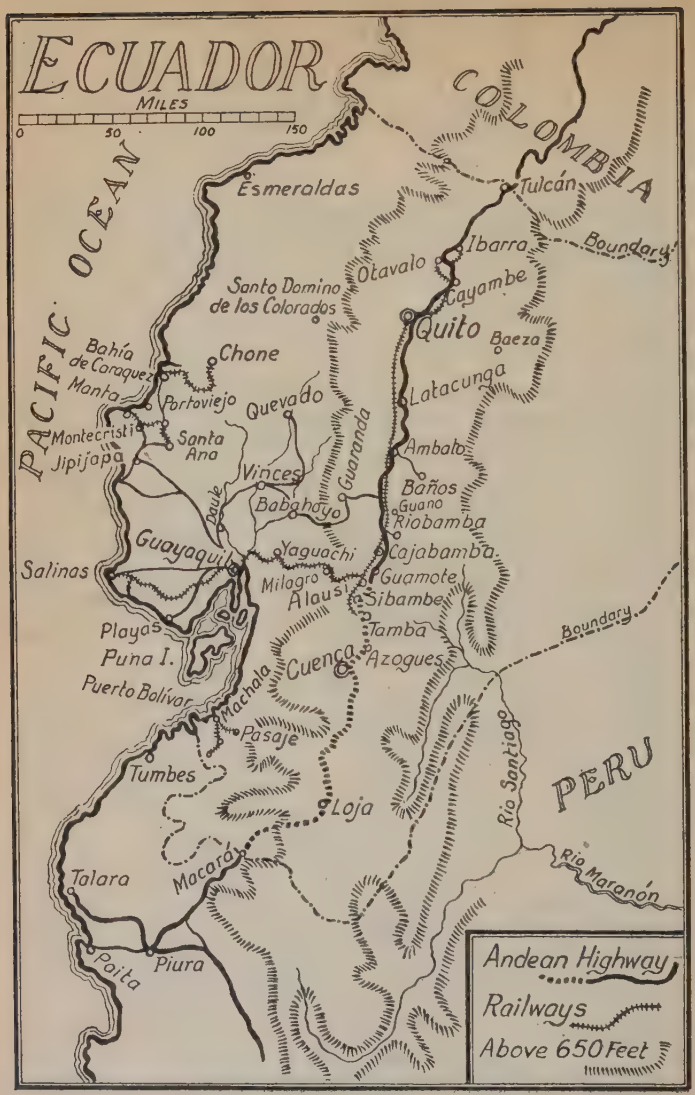
The Andes, running from the Colombian border in the north to the borders of Peru in the south, form a mountainous backbone to the country. The axis of this high range has collapsed, making a 250-mile trough whose high rims are from 25 to 40 miles apart. The rims are joined together, like the two sides of a ladder, by eight hilly rungs, and between each rung lies an intermont basin with a cluster of population. These basins, which vary in altitude between 7,000 and 9,000 feet, are drained by rivers which cut through the rims to run either west to the Pacific or east to join the Amazon.

Both rims of the trough or Central Valley are lined with the cones of no less than thirty volcanoes. Most of them are extinct. Chimborazo (20,562 feet), Cotopaxi (19,490 feet), Sangay (17,450 feet), and Tungurahua (16,680 feet) are the most active. Some of the volcanoes, after long sleep, burst into unheralded activity. Most of them were climbed by Edward Whymper in 1880; some have not been climbed since. Cotopaxi was first climbed in 1872 by Wilhelm Reid and A. M. Escobar.

East of the Eastern Cordillera the forest clad mountain escarpments fall sharply to the plains—the Oriente—through which meander the headwaters of the Amazon. Peru claimed and annexed, a vast portion of this land in 1942. What remains—half the national territory—is of little importance to the economy of Ecuador, for few trails run into it from the intermont basins, and it is inhabited, and that sparsely, by tribes of Indians, some 1.5 per cent. of the total population.

Between the Western Cordillera and the Pacific lies an area, 425 miles from north to south and some 62 miles broad, which is part swampy plain and lowland, part low hill land, particularly towards the coast. It is from this area that Ecuador draws what natural resources and minerals she has for export. Guayaquil, the commercial capital of this region, is 288 miles from the political capital, Quito, which lies high in a northern intermont basin. Since the people, the climate, and the economy of the two areas in which these capitals lie are sharply different, each will be considered separately.

The Central Valley: There are altogether ten intermont basins strung along the trough from north to south. There is little variation by day or by season in the temperature in any particular basin:


ECUADOR
MILES
0 50 100 150
COLOMBIA
PACIFIC OCEAN
PERU
Esmeraldas
Tulcán
Ibarra
Boundary
Otavalo
Cayambe
Santo Domino de los Colorados
Quito
Baeza
Bahía de Caraquez
Chone
Manta
Portoviejo
Quevado
Latacunga
Montecristi
Santa Ana
Jipijapa
Ambato
Vinces
Guaranda
Baños
Guano
Babahoyo
Riobamba
Daule
Guayaquil
Yaguachi
Cajabamba
Salinas
Milagro
Alaus
Guamote
Sibambe
Playas
Puna I.
Tamba
Boundary
Cuenca
Azogues
Puerto Bolívar
Machala
Pasaje
Tumbes
Loja
Río Santiago
Río Marañón
Talara
Macará
Paita
Piura
Andean Highway
Railways
Above 650 Feet

temperature depends on altitude. The basins lie at an elevation of between 7,000 and 9,000 feet, and the range of temperature is from 45° to 68° Fahr. There is one rainy season, from November to May, when there is an average fall of 58 inches. This is enough moisture to support forest, but the soil, which is porous volcanic ash, will only permit the growth of brush, and most of that has been burnt during the long human habitation of the valley. Over half the area is now grassy páramo on which cattle and sheep are bred and subsistence crops raised. What crops are grown is determined by altitude, but the hardiest of them, the potato, cannot thrive above 11,600 feet or so. Two only of the intermont basins raise anything but livestock and subsistence crops : small amounts of sugar and cotton are grown in the deep valleys of the far north basin in which Ibarra lies ; and sugar cane is grown in the far south basin in which Cuenca lies. The sole food exports of the valley are cattle on the hoof. These are driven into the coastal plains, there to be fattened and marketed in Guayaquil. The southern basins send a few cattle to Peru.

The headwaters of the rivers which drain the basins have cut deep, sharp valleys in the soft volcanic ash which lies thick upon the basin floors. The general level of the Ibarra basin floor is 7,500 feet ; the valley bottom in which cotton and sugar are grown is only 2,500 feet above sea-level. Because of these deep river dissections of the basin floors and the presence of the surrounding mountains the scenery has sometimes been compared to that of North Wales.

Some 58 per cent. of the people of Ecuador live in the rift valley, which contains, apart from Guayaquil, all the important towns, and the vast majority of the valley people, again, are pure bred Indians. It is only at Quito, in the north, and Cuenca, in the south, that there is any considerable number of pure bred Spaniards or mestizos. Most of the land is held in large private estates worked by the Indians, but some of it is held communally by Indian communities. The Indians do not seek profit, are indifferent to commerce, and have no sense of nationality. It is a way of life and an attitude of mind diametrically opposed to the usual commercial set-up we find in the area west of the Andes.

West of the Andes : Most of the coastal region is lowland at an altitude of less than a thousand feet, apart from a belt of hilly land, which runs west from Guayaquil to the coast and trends northwards. These hills never reach a height of more than 2,500 feet. The climate and vegetation vary somewhat. In the extreme north there are two rainy seasons, as in Colombia, and a typical tropical rain forest. But the two rain seasons soon merge into one, running from December to June. The further south we go, the later the rains begin and the sooner they end : at Guayaquil the rains fall between January and May. The forests thin out too as we move south, and give way to thorn and savannah. Santa Elena Peninsula and the extreme south-western coast near Peru have no rainfall : the beginning of that belt of drought which runs across Peru, northern Chile, and Bolivia and is continued almost to the southern seas.

Along the north-western and western coast the inhabitants are mainly Indian and Negro, the Negroes predominating in the thick

tropical forest land, and the Indians very unlike those who live in the Central Valley. There are a few small towns at the core of the population clusters : Esmeraldas, where the Negroes pan the streams for gold and work the gold placer mines, and where a little cacao and tobacco are grown ; Chone, Montecristi and Jipijapa, centres of Panamá hat making by Indians from a shredded scrub forest plant. It is from this area, too, that tagua nuts, the fruits of a palm fern, come to Guayaquil for export. From the dry Santa Elena Peninsula in the south-west comes a comparatively small but growing volume of petroleum.

But the main exports of the country come from a small area of lowland to the east and north of Guayaquil. It lies between the hills and the Andes ; rains are heavy, the temperature and the humidity high : ideal conditions for the growth of tropical crops. One part of this Guayas Lowland is subject to floods from the four rivers which traverse it : it is here that rice, which for a year or two in the forties headed the exports for value, is grown. Cacao too is farmed on the natural levees of this flood plain, but the main crop comes from the alluvial fans at the foot of the mountains rising out of the plain. And for a very long time cacao has been the most important export. High on these same alluvial fans excellent coffee is also grown, and of late there has been a spectacular extension of banana planting. Cacao, bananas, coffee, and rice account for some 92 per cent. of the exports by value. Add to this that the Guayas Lowland is a great cattle fattening area in the dry season, and its importance in the national economy becomes patent. Produce is floated in barges down the Guayas and its tributaries, the Babahoyo, Vinces, and Dauli. These rivers are navigable for some distance, almost the only ones in Ecuador which are.

There are 20 million acres of land in the coastal region, mostly covered by forest, which only need roads or railways to open them up.

Population : The census of 1950 gave the total population as 3,202,757. About 40 per cent. of these live in the coastal region west of the Andes, and the rest, apart from the few Indians of the Oriente, in the Central Valley. Ten per cent. of the population are white, 41 per cent. of mixed blood, 39 per cent. pure Indian, and 10 per cent. of Negroes and mulattoes. The Negroes and the mestizos live for the most part in Guayaquil and the coastal area. About 44 per cent. over 10 years of age are illiterate ; 56.1 per cent. are rural, 28.5 per cent. urban, and 15.4 per cent. suburban. By 1955 the population had risen to 3,685,000.

History : The Incas of Peru, with their capital at Cuzco, began to conquer the Central Valley of Ecuador, already densely populated with Indians, towards the middle of the 15th century. A wide road was built between Cuzco and Quito, ruled respectively during the early 16th century by two brothers, Huascar at Cuzco, Atahualpa at Quito. In 1526 and 1527 Pizarro's men had already touched at Esmeraldas, the Gulf of Guayaquil, and Santa, but Pizarro's main Peruvian expedition did not take place until 1532, when there was civil war between the two brothers. Atahualpa, who had won the war, was executed by Pizarro in 1533, and the Inca empire was over.

Pizarro claimed the northern kingdom of Quito, but another of

the conquistadores, Pedro de Alvarado, suddenly marched south to occupy it. Pizarro's lieutenants, Belalcazar and Diego de Almagro, moved north to forestall him, and won the race by a narrow margin. Pizarro founded Lima in 1535 as capital of the whole region, and four years later replaced Belalcazar at Quito with his own brother, Gonzalo. Gonzalo, lusting for gold, set out on the exploration of the Oriente. He moved down the Napo river, and sent forward Francisco de Orellana to prospect. Orellana did not return : he drifted down the river and finally reached the mouth of the Amazon : the first white man to cross the continent in this way.

Furious dissension amongst the conquistadores, the execution of Almagro followed by the assassination of Pizarro, led to an attempt by the Spanish king to supersede them. Nuñez Vela was sent to Lima to take charge, but he was soon overthrown by Gonzalo. On his way home he collected a small company, was joined by the disgruntled Belalcazar, and moved on Quito, where Gonzalo defeated them. The home government next sent out an astute priest, Pedro de la Gasca. He succeeded in executing Gonzalo after his men had deserted him.

Quito became an audencia under the Viceroy of Peru. For 280 years Ecuador was more or less peacefully absorbing the new ways brought by the conqueror. Gonzalo had already introduced swine and cattle ; wheat was now added. The Indians were Christianised, colonial laws and customs and ideas introduced. The marriage of the arts of mediæval Spain to those of the Incas led to a remarkable efflorescence of painting and carving and building at Quito. During the 18th century Negro slave labour was brought in to work the plantations near the coast. Towards the end of that century, Ecuador was possibly the most successful and conservative of the Spanish possessions in the New World.

There was an abortive attempt at independence in the strongly garrisoned capital in 1809, but it was not until 1821 that Sucre, moving north from Guayaquil at the head of a force of Venezuelans and Colombians, defeated the Spanish at Pichincha and occupied Quito. Soon afterwards Bolívar arrived, and Ecuador was induced to join the Venezuelan and Colombian confederation, the Gran Colombia of Bolívar's dream. Venezuela separated itself in 1829, and Ecuador decided on complete independence in August, 1830, under the presidency of Juan Flores. The Indian parts of southern Colombia wished to join with Ecuador, but Colombian forces moved south, and after a brief struggle, Ecuador agreed on the present day boundary : a boundary which actually dissects a cluster of population in the intermont basin of Tulcan, a rarity in Latin America.

Its later history has been troubled. Ecuador is weak, poor, and politically unstable. One source of weakness is the traditional clash between the Clericals and the strongly anti-clerical Liberals ; another is the difficulty any central government has in fusing into unison the opposed Indian culture of the Central Valley and the commercial culture of the Coastal Plain. Geography has created a mental division in the country ; the people of the coast are quite different from the people of the uplands.

GOVERNMENT.

There are 17 provinces, divided into cantons and parishes for administration. The governors of the provinces are appointed by the President. The President is popularly elected for four years, and cannot be re-elected until four years after his retirement. Executive power is in the President's hands; he appoints his own cabinet. The legislative power is the National Congress, which consists of a Senate, 33 of whose members are elected and 12 "functional"; and a Chamber of Deputies of one deputy for each 50,000 people. All males and females over 18 who can read and write have votes. Voting is compulsory for men, optional for women.

Social Welfare: An admirable social insurance scheme (although its scope is limited) is handled by the autonomous Caja de Pensiones and the Caja del Seguro. The first administers a scheme for civil servants, soldiers, policemen and the employees of banks and insurance companies, and at present covers about 47,000 persons: the second insures the private employees of industrial and other undertakings: 75,000 persons at the present time. Both schemes are intended to be compulsory, although the latter has not yet been fully enforced. Neither scheme at present covers agricultural or domestic workers.

Both Cajas provide medical treatment, maternity and disablement benefits, old-age pensions, funeral expenses and widows' and orphans' pensions. Loans of amounts up to one year's salary are made to members without security: mortgage loans for the purchase of houses are also made. Medical services are provided by the Caja del Seguro to members of both schemes through clinics, dispensaries, doctors, dentists and nurses and district visitors.

The insured employee contributes 5 per cent. of his wages, and his employer 6 per cent. It is intended to increase the employer's contribution to 7 per cent. when the responsibility for workmen's accidents is assumed by the Cajas.

PRESIDENT:

Dr. Camilio Ponce Enríquez.

Vice-President: Sr. Francisco Illingworth.

MINISTRY.

Interior	Enrique Arroyo Delgado.
Foreign Affairs	Sr. Carlos Tobar Zaldumbide.

There are six other ministries.

GUAYAQUIL AND THE COASTAL TOWNS.

Guayaquil, the chief seaport and commercial city, stands on the west bank of the Guayas river, some 35 miles from its outflow into the Gulf of Guayaquil. It is 800 miles from Panamá; from this point, and from the south, it is served by P.S.N.C. and other companies. Its population of 270,000 makes it the largest city in the Republic. The climate, with little or no rain and cool nights, is at its best from May to December. The heat during the rainy season, December to April, is oppressive.

About 90 per cent. of the country's imports, and 60 per cent. of its exports pass through Guayaquil.

Guayaquil has been largely rebuilt of recent years. The large wooden houses with shuttered windows, have been replaced by modern concrete buildings of from four to ten stories. The streets are crowded and the cafés filled after dark.

The city is dotted with small parks and gardens. A waterfront drive, the Malecon, runs along the shores of the Guayas river. Here is the splendid Palacio Municipal and the severe Government Palace. From the landing pier of the Yacht Club (north to the pier from which railway passengers to Quito are ferried across to Durán), the drive is known as the Paseo de las Colonias. From this last pier, due north, runs the main street: the Avenida 9 de Octubre. About half-way along it is the Plaza Centenario, the main and central

square of the city. Here is the large liberation monument set up in 1920. Many of the squares and gardens have statuary, little of it of intrinsic value, but most of it interesting to those who know the history of Ecuador. At La Rotonda, on the waterfront near the beginning of Av. 9 de Octubre, is a statue depicting the famous and somewhat sinister meeting of Bolívar and José de San Martín during the wars of independence. In the grounds of the University, English visitors will find a small bust of Darwin. The dazzling white Cemetery, north of the city at the foot of a hill, is worth seeing. The snowcapped peak of Chimborazo can sometimes be glimpsed from Guayaquil, as it can from Quito.

The harbour is 2½ miles long, with 1½ miles of quays; the town is bustling and prosperous, with modern steam sawmills, foundries, machine-shops, and breweries. But a few yards across the Plaza to the inside of the cathedral carry the traveller back to Colonial repose. There are many theatres and several clubs, including the Club de la Union, Country, Jockey, Metropolitano, Nacional, and Rotary. The British and American colonies frequent the Phoenix Club. There is a golf club, a tennis club, and a yachting club. In addition to the Grand Lodge there are seven Masonic lodges (one English).

One of the oldest and most interesting districts is Las Peñas, at the foot of Cerro Santa Maria, by the river. Here is the city's first church, Santo Domingo (1548). Nearby is a modern open-air theatre, the Bogotá, where concerts, dramas and other events are staged. Then, as you start up the hill, you stop at a plateau where two cannon point riverward, a memento of the days when pirates sailed up the Guayas to sack the city. Here begins a curving, narrow street, Numa Pompilio Llona, that dates back to the Colonial era. Only about a mile long and paved with huge stone slabs, this quaint street and the homes along it are reminiscent of the French Quarter in New Orleans. On one side, flush against the hill, are balconied little houses; the other side has rambling villas set in wooded plots with a view of the river.

Guayaquil has its own fiesta days: June 29, when there is much merriment, particularly in the northern parts of the City, and August 15 and 16, when there is a pilgrimage along the railway track to Yaguachi.

Approach by Sea: Entering the Gulf of Guayaquil from the open sea, the visitor sees the large Isla de Puna at its mouth. The Gulf is a hundred miles long. At the neck of the Gulf the steamer enters the Guayas river, here some three miles wide. Along it goes a procession of ships and sailing boats and barges piled high with cacao and bananas and the tropical fruits of the region. Thick jungle runs down to the water's edge in places, with canoes running between the settlements.

It is becoming increasingly evident that Guayaquil is not a suitable port under modern conditions: silt is brought down by the river, the water is shallow, the current rapid, there is little room to manoeuvre, channels are constantly shifting, and the draught of ships is increasing. Some ships are now reluctant to go so far up-river, and call only at the Island of Puná, some 30 miles below the port, there to be unloaded by lighter.

Landing:—Shore boat. A passenger mole has been built.

Conveyances:—Omnibuses, and colectivos. Motor cars: Short runs, S5; by the hour, S20.

Rail:—To Quito (288 miles). To Salinas, 94 miles (5 hours).

All America Cables and Radio, Inc.: Calle General Elizalde, 107, 109, 111.

Hotels: Metropolitano (U.S.$3.50 single a day, including meals); Continental; Majestic; Crillon (U.S.$3.00 single a day, including meals). The luxurious Hotel Humboldt overlooks Playas Bay (55 miles by road to the SW). Playas, a beach resort, has a casino. Pensión: *Ruth.*

Restaurants: Fortich; La Dulzura; Salón Rosado; Club Unión; Ile de France.

Night Club : Inca Roof Garden.
Bank of London and South America, Ltd.
British Consulate : Calle Malecon and Calle San Francisco P. Ycaza.

The three tropical river towns of the Guayas Lowland : **Vinces, Daule,** and **Babahoyo,** can be reached (with difficulty) along the roads from Guayaquil to the Sierra. The best way is by river boats up the respective rivers on which they lie. There is a daily boat to Babahoyo (120 miles, 4 hours), a small town of 10,000 inhabitants. Little can be said for the towns themselves, but the trips give a good idea of tropical Ecuador, with its exotic bird life and jungle and plantations of cacao, sugar, bananas, oranges, tropical fruits and rice.

A more usual jaunt from Guayaquil is along a dry weather road, 96 miles, to **Salinas,** on the Santa Elena Peninsula. The journey, which takes 1½ hours, is through the tropical lowland at first, then over grass savannahs. Salinas, on a half-moon-shaped bay, has become a fashionable resort. It has fine sands and good scenery. P.S.N.C. vessels call. A road runs from Salinas to La Libertad, now almost entirely a petroleum port.

Hotel at Salinas : Majestic.
Cables :—All America Cables and Radio, Inc., Avenida Primera 903.

The north-western ports of **Manta** and **Bahía de Caráquez** and the group of small towns in their immediate neighbourhood can all be reached by dry weather road from Guayaquil, by air, or by coastal steamer from Guayaquil. The area is given over to subsistence farming, the collection of tagua nuts, and the production of coffee and cotton. The Manta area is famous for its misnamed Panamá hats, though production is diminishing. The few hotels are not particularly good. Population of Manta : 19,028.

A narrow gauge railway line runs from Manta to (6 miles) **Montecristi** (4,000 inhabitants), and (23 miles), **Portoviejo,** a town of 16,330 inhabitants. From Montecristi there is a road to **Jipijapa,** 7,759 inhabitants, most famous of all for its hats. It is a large coffee grower.

Bahia de Caraquez (population : 9,316), is a port about 28 miles north of Manta. It has a number of sawmills. A narrow gauge railway of 50 miles runs to **Calceta** and **Chone** (8,046 inhabitants). This is a cacao, coffee and tagua nut area.

Esmeraldas, one of the principal banana ports in the extreme north-west at the mouth of the Esmeraldas River, is reached by sea from Guayaquil. The population is 13,169. There are gold mines near-by ; timber is exported, rubber collected when prices warrant it, tobacco and cacao grown. It may become important when the 200-mile road *via* Quininde to Quito is open, but the port is hampered by the need for continuous dredging. But the port most likely to be developed as an alternative to Esmeraldas in the NW is **San Lorenzo,** 40 miles to the NE. San Lorenzo is 232 miles by rail from Quito ; Guayaquil is 288 miles, and San Lorenzo is 350 miles nearer the Panamá Canal than Guayaquil. A vigorous effort is now being made to transform San Lorenzo into a deep-water port. It should provide a useful outlet for the potentially rich provinces of Imbabura and Esmeraldas.

Hotels :—Europa ; Guayaquil.

Roads : A number of roads are now being built to open out the

lands of the Costa. A 200-mile road runs from Quito west to Santo Domingo, and north to Quininde and Esmeraldas. From Santo Domingo a road is being built south-west to Chone and Portoviejo. Manta, Jipijapa and Portoviejo are already connected by roads. An 80-mile road is being built from Jipijapa south-east to Guayaquil; the Manta-Portoviejo road has been continued east to Quevedo, 96 miles; this is to be carried east over two 13,000 ft. passes to Latacunga (110 miles), on the N-S Pan American Highway. From Quevedo a road, 80 miles, runs south through Daule to Guayaquil. (Latacunga-Quevedo-Daule-Guayaquil is 200 miles). This is one of the main links between the coast and the Sierra during the dry season.

There is another road from Guayaquil to the Sierra. This is the 150-mile Guayaquil-Babahoyo-Guaranda-Ambato road. At the moment, though there is a dry weather road, it is customary to take vehicles by launch from Guayaquil to Babahoyo. From Durán, opposite Guayaquil, a road runs to Tambo, on the Pan-American Highway.

A 90-mile road runs west from Guayaquil to Salinas, through Progresso, where a branch road runs south to the coast at Playas.

On the southern shore of the Gulf of Guayaquil, reached by boat in 6 or 7 hours from Guayaquil, is **Puerto Bolívar,** a large village built above a swamp and backed by jungle. It serves (4 miles), **Machala,** a nondescript agricultural town of 7,550. From Machala two short narrow gauge lines run, one to Pasaje (16 miles), and one to Piedras, (47 miles). The area is not attractive.

It is possible to travel by truck through sterile country from Machala to Tumbles, in Peru. From Machala one road (114 miles), runs north-east through Pasaje and Girón to Cuenca, and another (100 miles) south-east through Piedras to Loja. From Piedras to Loja it is little more than a mule track.

FROM GUAYAQUIL TO QUITO.

THE GUAYAQUIL—QUITO RAILWAY, 281 miles; 40 hours.

This line has a 3 ft. 6 in. gauge. It passes through 54 miles of delta lands and then, in 50 miles, climbs to 10,626 ft. At the summit 11,841 ft. is reached; it then rises and falls between 8,000 and 11,000 before debouching on the Quito plateau at 9,375 ft. The line is a most interesting piece of railway engineering, with a maximum gradient of 5.5 per cent. Its greatest triumphs, the Alausi Loop and the Devil's Nose double zigzag (including a V switchback), are between Sibambe and Alausi. Before 1908, when the line was opened, the journey between Guayaquil and Quito took a fortnight.

There are three types of trains: the autocarril or rail bus, the fastest; the directo, or express, which does not stop and takes 17 hours; and the mixto, or local which stops at each station and en route for meals and at Riobamba for the night. (It is possible to shorten the mixto journey to a day by taking it as far as Alausi, Guamote, or Cajabamba and motoring on to Quito). There are second-class and three types of first-class seats on the trains: first-class, first-class reserved, and first-class reserved in the observation car, the most comfortable, but it costs 25 per cent. extra. Expresses leave Guayaquil and Quito on Mondays, Wednesdays and Fridays.

The tickets should be bought in advance, personally, and not from touts. The single first-class fare is $100. A table of the altitude and distance from Guayaquil of each station is given under "Information for Visitors."

North-bound passengers are ferried at dawn by railway company's boats across the river from the foot of Calle Y. M. Rendon at Guayaquil to **Durán,** the actual starting point.

Leaving the river the train strikes out across the broad, fertile Guayas Valley. It rolls through fields of sugar cane, or rice, past split cane houses built on high stilts, past a sugar mill with its owner's fine home. Everywhere there are waterways and down them ply the big dugouts piled high with produce bound for Guayaquil. Gradually the character of the land changes; the vegetation becomes more dense and the land more solid. From this region comes the cacao, coffee, bananas, pineapples and tobacco.

The first station is **Yaguachi.** On August 15th and 16th more than 15,000 visitors pour into this little town to attend the feast day celebrations at a church named for San Jacinto, who is famous in the region as having put an end to many epidemics.

The first stop of importance is **Milagro.** Women swarm about the train selling pineapples which are particularly sweet and juicy. Because of the warm climate most of the houses do not look very substantial, but Milagro, with its 10,000 inhabitants, is an important shipping centre for a vastly rich agricultural district.

Now the base of the mountains has been reached, and from Bucay, which is 973 feet above sea-level, the terrain turns into deep gorges. At an altitude of about 2,000 feet the purely tropical vegetation comes to an end and the semi-tropical zone is reached. Fifty-one miles from Durán we arrive at **Sibambe,** or Empalme Cuenca. Sibambe is the junction for a railway south through Tambo to within 19 miles of Cuenca, the third largest city in Ecuador.

Beyond Sibambe the train climbs the face of a precipice, the Nariz del Diablo, in a series of zig-zags towards the roof of the world. Seven miles from Sibambe, at 7,650 ft., is the comparatively cool mountain resort of Alausí. The Pan-American Highway to Quito begins here, and the passenger may go the rest of the way by road. Six miles beyond Alausí, at Tixán, there is a large reserve of almost pure sulphur which Ecuadorean Mining Company is now mining.

Few people are ever affected by the altitude on the trip to Quito, where the highest point reached is 11,841 feet, but when the train ends its long climb and emerges on the bleak páramo at Palmira, the feeling of height is inescapable. One by one the great snow-capped volcanoes appear: Chimborazo, Altar, Tungurahua, Carihuairazo, and the burning head of Sangay. They all seem very close because of the clear atmosphere. Bolívar tried to climb Chimborazo but did not succeed.

Guamote (112 miles), is another point where passengers may transfer to a car, if they like, and travel along the Pan-American Highway to the capital in three hours. The train skirts the shores of a shimmering little lake, Colta, before reaching the fertile Cajabamba Valley. Here, as elsewhere in the Central Valley, the

Indians live communually. Their fields are well tended, and their adobe walled and thatched homes are neat and clean. The men wear the usual poncho and some the woolly chaps so common amongst American cowboys.

Beyond **Cajabamba** a difficult road cuts off west from the Pan-American Highway towards Guaranda and Babahoyo. Just about sundown the ordinary non-express train reaches (150 miles), **Riobamba** (9,020 feet), capital of the Province of Chimborazo. Passengers usually spend the night here. It was founded around 1534. The population of 29,830 includes some Indians. Chimborazo is not far, and the streets are sometimes strewn with ashes from Sangay, which can be seen glowing in the night. It is now the headquarters of the railway. The country around is agricultural, devoted to cattle raising and the growing of subsistence crops.

The Ecuadorians of the Sierra are excellent stonemasons, and throughout the Andean towns public buildings and churches reflect the fine points of their craftmanship. Even now the old Colonial Spanish style that lends itself so well to stone is being employed in new buildings. Thus Riobamba has the air of a capital city. The original town was set three leagues away until it was destroyed by an earthquake in 1797.

The Saturday fair of Riobamba is worth seeing. It is carried on in three separate plazas according to the type of product sold. The sleepy streets come to life in a surge of bright red figures that half trot and half walk. Open-air restaurants do a flourishing business in that Andean delicacy, baked guinea pig. There are fine ponchos, rope sandals, peculiarly shaped hats, embroidered belts, hand-tooled leather articles, baskets, and innumerable other objects for sale. There is a great deal of genial haggling over prices.

Both at the station and at the hotel there are vendors of tagua carvings, an art which has been highly perfected in the valley. The work offered for sale consists of a great variety of bright novelty rings, hollow fruit which contain minute reproductions of cups, pitchers, candlesticks, etc., and some very well sculptured busts about two inches high.

Hotel : Metropolitano.

Industries :—Liquors, woollen and cotton goods, cement, Ceramics, and carpets (in the town of Guano).

Excursions : Two are of great interest : the first to **Guano,** a hemp-working town of 10,000 inhabitants 6 miles to the north ; and the second to **Baños,** on a trail running north-east into the Oriente. From Riobamba to Baños takes about three hours by car. The road skirts the base of Chimborazo and then drops through the little towns of Cevallos and Pelileo, destroyed in the 1949 earthquake. From Pelileo a road runs to Ambato. There is a magnificent view of the Patate Valley before the road to Baños plunges down a thousand feet into it. The sugar cane grown in this region is largely used to make aquardiente. From this section too, comes a little fruit called the naranjilla which makes a marvellously refreshing drink with a compound flavour of orange, lemon and pineapple. In the church at Baños are murals recording the intervention of the local Virgin in saving those who have fallen over the bridge.

Shortly afterwards the Patate River merges with the Chambo and becomes known as the Pastaza. Over this junction of the two rivers, Tungurahua looms high with its crater clearly visible. This volcano

is still active and smoke is frequently seen. Lava has forced the river into a gorge so narrow that the water becomes a roaring torrent. This is crossed by a bridge.

Baños, set in tall mountains, is a popular resort with medicinal springs ; there are curative hot and cold springs and good walking in the area. Buses can be taken along the Oriente trail to Topo, about 20 miles to the east and Mera, 10 miles beyond, the H.Q. of the Shell Company till its search for oil in this area was abandoned. At Baños is the *Villa Alemana Hotel.*

Between Cevallos and Ambato, the next important stop, the railway winds up and over ridge after ridge. Vast panoramas of fertile farm-lands appear. Perched on the top of most peon houses is a crucifix. Many have dome-shaped outdoor ovens.

Ambato (8,435 feet), is on the Ambato River near the northern foot of Chimborazo. It is known as the Garden City of Ecuador. Well tended gardens and orchards surround nearly every home. In the beautiful central plaza is a statue of the writer Juan Montalvo (1833-1889), who is buried in a memorial built in his honour. Out along the river is the beautiful suburb of Miraflores, where many wealthy Guayaquil families maintain a summer house. A road runs to Pelileo and Baños, (see under Riobamba), and another through Babahoyo to Guayaquil (150 miles). There was a bad earthquake in August, 1949. Population : 33,908.

Market day in Ambato falls on Monday. In a vast plaza near the railroad station the thousands of Indians who have come in from the country form a sea of bright colour that is never still. Nearby are long queues of autobuses. The drivers add to the general din by shouting their destination, haggling about the fares, and finally, when the vehicle is full to bursting, they roll out of town.

Hotel : Villa Hilda.
Taxis : S5 for short journeys ; S15 per hour.
Industries : textiles, canned fruits, confectionery, biscuits, mineral waters, and leather goods.

The next stop of any importance, after climbing up the sterile páramo of Cotopaxi with that great volcano looming powerfully over the line, is :

Latacunga, with 10,389 inhabitants. Here the abundance of light grey lava rock has been artfully employed to build many a home and public building. Cotopaxi (19,493 feet), seems to tower over the town, though it is 18 miles away. Provided they are not hidden in clouds, which unfortunately is all too rare, as many as nine volcano cones can be seen from Latacunga. A road runs west to Quevedo ; it is being continued to Manta, on the coast.

Twenty-three miles beyond, at Cotopaxi, the line begins to dip into the basin in which Quito lies. In a valley below the bleak páramo the train has crossed, lies the town of **Machachi,** famous for its mineral water springs. The water is bottled and sold throughout the country. Machachi is much frequented by the people of Quito, which is only 25 miles away. It produces a very good cheese.

And so the train arrives at the capital, Quito, a picturesque city set in a hollow at the foot of the volcano Pichincha.

Quito (9,375 feet), with a population of 212,873, is within 15

miles of the equator, but it stands high enough to make its climate much like that of spring in England, the days warm and the nights cool. Mean temperature, 56°F., rainfall, 58 inches ; rainy season : Feb.-May and Oct.-Nov. raining sometimes for days but usually only for a few hours in the afternoon, when it is very chilly ; other seasons are absolutely rainless. Night and day are of equal length, and night falls promptly at 6 o'clock.

The City is a chequerboard of streets laid out on undulating land. Streets dip towards the stone viaducts which span the ravines. Most of it is modern. The old part, dating from colonial times : " brown tiled-roofs, domes, church towers, winding up and down streets," is to the south-west. It is roughly contained in a triangle whose three points are the Plaza Independencia, the Plaza San Francisco or Bolívar, and the Plaza Santo Domingo or Sucre. Even in this area tall office buildings are beginning to appear. The slopes of Pichincha are to the north-west ; to the south-east is Loma de Ichimbía ; and to the south-west Cerro Panecillo, the " Little Loaf Hill " from the top of which (600 feet), there is an excellent panoramic view of the city and the encircling snowy cones of volcanoes and mountains. The houses are mostly of Indian-made adobe brick, with low red tile-roofs, or of whitened stone.

To return to the colonial triangle, which is of most interest to visitors : the Central Plaza de la Independencia, where there is a tall monument to the stalwarts of Independence days, has the low colonial Palacio de Gobierno on the north-west side. The President's offices are on the second floor. The archbishop's palace is on the north-east side, the Municipal Palace on the south-east, the Cathedral on the south-west, and the new University buildings on the west. Two main streets, Carrera Venezuela and Calle García Moreno, both lead straight towards the Panecillo to the wide Calle 24 de Mayo, where the Indian market is held on Tuesdays. South-west of Carrera Venezuela is Calle Guayaquil, the main shopping street.

Plaza San Francisco or Bolívar is west of Plaza Independencia ; on the north-western side of this plaza is the great church and monastery of San Francisco ; on the south-eastern side is the glorious church of La Compañía, and not far away to the north-east is the church of La Merced.

Plaza Santo Domingo or Sucre, to the south-west of Plaza San Francisco, has to the SE the church and monastery of Santo Domingo, with its rich wood-carvings and a remarkable Chapel of the Rosary to the right of the entrance. In the centre of the square is a statue to Sucre, pointing with justifiable pride to the slopes of Pichincha where he won his battle with the Royalists and created the new Ecuador. An ancient and somewhat odd street near-by is Calle Morales or Ronda.

Sucre is buried in the somewhat grim Cathedral, which has a famous Descent from the Cross, by Caspicara.

There are altogether 57 churches in Quito. La Compañía has the most ornate and richly sculptured façade. See its gorgeously coloured columns, its ten side altars plated with gold, the golden high altar, and the gilded balconies.

The church of San Francisco (1534), Quito's largest, is rich in art treasures. Left and right of the steps leading to its Renaissance portal are twelve small and

picturesque shops. The two towers were shaken down by earthquake in 1868 and rebuilt. In its ornate interior are twelve painted wooden statues of the apostles on pillars, the work of Caspicara, the Indian 17th century sculptor ; wood-carvings in the choir, a magnificent high altar of gold, and an exquisite carved ceiling at the back of it. There are some paintings in the aisles by Miguel de Santiago, the colonial mestizo painter. His paintings of the life of Saint Francis decorate the monastery of San Francisco close by.

Quito prides itself on its modern painting. It can be seen at the School of Fine Arts (Escuela de Bellas Artes), in Parque Alameda, or the Museo Nacional de Bellas Artes, on the second floor of the Sucre Theatre. There are a number of public statues good, bad, and very bad, in the city. The Casa de la Cultura Ecuatoriana, at the edge of the Parque de Mayo, has good murals, a picture gallery, an exhibition of Ecuadorean books, and a unique museum of musical instruments. There is a good collection of Ecuadorean sculptures and painting at the Museum of Colonial Art, and of religious art at the Franciscan Museum.

Industries : Textile mills ; two shoe factories, a brewery, small soap factories, and pharmaceutical industry.

Hotels : Humboldt Capitol ; Embajador ; Cordillera (4 miles out) ; Colon, Majestic, and Savoy, at the centre ; Europa. Boarding houses : Esplanada ; Lutecia.

Conveyances : Omnibuses and colectivos. Motor cars, by the hour, S20. For trips outside Quito taxi tariffs are high and the price should be agreed beforehand.

Restaurants : Besides hotels, French cuisine at the Normandy ; native food at Epicure ; Italian food at Rincón de Sicilia ; German-Austrian food at La Duquesa.

Clubs : Golf Club ; Polo Club ; Tennis Club ; Pichincha (card games) ; Rotary ; Lions.

Night Clubs : Pigalle ; Fiesta.

Bank of London & South America, Calle Chile Esquina Guayaquil.

Horse racing track ; Sundays at La Carolina track ; parimutual betting.

Tourist Agencies : Ecuadorian Tours ; Metropolitan Tours. Offices also at Guayaquil.

Shopping : Articles typical of Ecuador can be bought in the main shopping district on and near curving Avenida Guayaquil or at the three main markets. There are carved figures, plates and other items of native wood, balsa wood boxes, silver of all types, Indian textiles, buttons, toys and other things fashioned from tagua, hand-painted tiles, hand-woven rugs and a variety of antiques dating back to Colonial days.

Cables : All America Cables & Radio, Inc., Carrera Venezuela 961 and 969.

Roads : Pan-American Highway north to the Colombian border, south to within 65 miles of the Peruvian border. The road from Quito *via* Santo Domingo and Quininde to the port of Esmeraldas (200 miles) should be open by 1956.

Excursions : Fifteen miles north of Quito (1½ hours by taxi), is the Equatorial Line Monument on which is carved 0° 00′ 00″ : the equator on which no shadow is cast at midday on the eqinoxes. Otavalo, to see the Indian fair, is a favourite trip. In the valley of Chillos (1 hour by car), are the thermal swimming pools of Alaugasi and Tingo Maria. A car trip can be taken to see (80 miles) Santo Domingo de los Colorados, in the western lowlands. Sunday is the best day to see the remarkable and much stared at Colorado Indians at market. During the August festivals they paint their bodies ; their women wear no clothes above the waist. Day tours are run *via* Cotopaxi, to the Indian fair (Thursday) at Saquisilí.

Both a railway and the Pan-American Highway run north-east of Quito by different routes to (75 miles) Otavalo, and (90 miles) Ibarra. Here the railway ends, but the Highway goes on another 67 miles to Tulcán, near the Colombian border. These three towns are the centres of the respective basins in which they lie.

Otavalo (8,300 ft., population, 8,425), is chiefly remarkable for its colourful Indian fair on Saturday. It is at its height around 9.30 in the morning. Here the Indians bring their woollen fabrics and beautiful shawls to market. Cockfights are held in the afternoon.

On June 29 there are bullfights in the plaza and regattas on the beautiful Laguna de San Pablo (*Chalet Intyan*), 9 miles away. There are several picturesque lakes in the mountains around.

Hotel : Imperial.

Ibarra, beyond the páramo which separates it from Otavalo, stands at 7,300 ft., and has a population of 14,031. It is a gracious looking town rebuilt in Colonial style after its destruction in 1868. Sugar cane and cotton is grown in the area, and silverwork wrought. A railway, 142 miles long, has been built to the port of San Lorenzo, N of Esmeraldas. Hotel : *Tourist.*

Ibarra is the terminus of the railway, but the Pan American Highway goes on to the Colombian border. After passing along the shores of Lago Yaguarcocha, the "Lake of Blood", it descends into the Chota Valley, crossing the river at 5,000 feet. Beyond there is a climb to the top of the bleak Páramo del Boliche—El Angel, the summit, stands at 12,200 feet—and a 30 mile descent to **Tulcán,** a dismal small town of 10,000 people ; altitude 9,100 feet. The border with Colombia, arbitrarily severing this Indian cluster of population, runs along the river Carchi. The Highway crosses the river by the natural bridge of Rumichaca, 4 miles north of the town. Under the bridge is a cave with many coloured stalactites.

There are only two towns of any note in southern Ecuador : Cuenca, capital of the Province of Azuay ; and Loja. They are the capitals of the respective isolated basins in which they lie. Both are easily reached by air from Guayaquil. There is a road north from Cuenca to Tambo (44 miles), and a paved highway from Tambo to Durán (100 miles), opposite Guayaquil.

Cuenca (8,460 ft.), with 46,428 inhabitants, is in fact the third largest city in Ecuador. A railway, 72 miles long, runs from Sibambe, on the Guayaquil-Quito line, to Azogues, 19 miles NE of Cuenca. From Azogues to Cuenca the journey is by road. Hotel : *Crespo.*

The climate is spring-like, but the nights are chilly. The city has managed to preserve its colonial air, with its cobblestone streets and quaint old buildings, many of them built of the marble quarried in the neighbourhood. A huge cathedral has been going up these many years. A remarkable feature of the city are the paintings on the patio walls of many of the old houses. Though sometimes crude, these murals are always interesting for their originality and the old-fashioned Spanish proverbs which go with them. The fair is on Thursday. A road, 118 miles, runs to Machala and Puerto Bolívar.

Panamá hats are made in the area with toquilla brought from the coast, but this industry is now in decay. A certain amount of gold panning goes on in the Oriente. Grains and fruit and sugar cane are grown. The Continental Machinery Co. (New York), is building a large tyre and tube factory. The fair is on Thursday.

Taxis : S5 for short journey ; S15 per hour.

The Pan-American Highway runs from Cuenca to **Loja** (7,300 ft., 18,000 inhabitants), lying south of Cuenca and near the Oriente. Its university has a well known law school. The town, circled by hills, can be reached by air from Guayaquil to La Toma and then, a short distance, by road. Hotel : *Americano.*

From Loja a road runs west to Catamayo. From Catamayo two roads, each of 70 miles, are being built to Macará, on the frontier with Peru : one runs through Catacocha—the road to Piedras and

Machala branches off this one—and the other through Cariamanga. At Macará connection is made with the Pan-American Highway in Peru.

The **Galápagos Islands,** on the equator 600 miles west of the Ecuadorean coast, consist of 12 large and several hundred small islands. The main ones bear English names, possibly because they were once the refuge of buccaneers and whalers. The largest island, Albemarle or Isabel, is 75 miles long and probably half the area of the archipelago. Another, Chatham Island, once a convict colony, has from 300 to 400 inhabitants. The islands are dotted with extinct volcanic cones, but one of the five on Albemarle erupted in 1925. The vegetation along the semi-desert shores is mostly cactus and thorn trees, but above 700 feet there are forests. Only seven of the islands are inhabited. The total population is less than 2,000.

It is an extraordinary fact that 37% of all the species of shore fish, 47% of the plants, and 96% of the reptiles are peculiar to the archipelago and found nowhere else. The monster tortoises which Charles Darwin studied when he visited the islands have been hunted almost out of existence, but the giant lizards are still there. The Government now protects wild life, and permission to land must be obtained at Puerto Chico on Chatham Island. Occasional calls are made by steamers from Guayaquil or fishing boats from the western ports.

ECONOMY.

Ecuador has all the characteristics of the underdeveloped country : a high proportion of its inhabitants engaged in primary pursuits, low production and primitive methods and a rapidly increasing population. To these general characteristics must be added the geographic division of the country into regions differing in climate, ecology, natural resources, and type and density of population. Although this favours variety in production, faulty communications make for an unintegrated national economy, disharmonious development, and an increase of " localism " in the regions.

Ecuador's natural wealth, which is mainly agricultural, remains largely undeveloped. Out of a total of 30 million hectares, only 4.5 per cent. are cultivated ; another 4 per cent. yield " natural " products ; 74 per cent. of the land is covered with forest. Land ownership is unevenly distributed : 1 per cent. of the proprietors hold 40 per cent. of the land by value ; 92 per cent. hold only 32 per cent. by value. The export crops are grown mostly by speculators who are sensitive to world prices. Primitive methods keep prices high and there is little mechanisation. But apart from wheat the country is normally able to grow most of the basic food stuffs it consumes. It grows more than it needs of certain products : cacao, coffee, rice and bananas, and exports them, along with tagua nuts and castor beans and timber from the forests to pay for its imports : textiles, chemicals, vehicles, machinery, and the cotton it fails to grow in sufficient quantities for its textile factories. The standard of living remains low but is improving.

The following tables show how four crops dominate the exports, and how they fluctuate from year to year :—

1955	m. tons	Value U.S.$	Per cent. of total exports, by value
Bananas	612,615	36,760,464	41.8
Coffee	23,064	23,053,115	26.0
Cacao	24,409	18,745,820	21.5
Rice	20,749	2,611,800	3.0
			92.3
1954			
Cacao	29,735	34,136,700	34.0
Bananas	493,315	27,677,000	27.6
Coffee	21,037	27,571,300	27.5
Rice	19,455	3,300,900	3.3
			92.4

The only other exports of any importance (apart from minerals) are toquilla hats, balsa wood, castor beans and tagua nuts. The **toquilla hat** (often miscalled Panamá hat) is a cottage industry carried on by Indians, partly at Chone, Jipijapa and Montecristi but mostly in the Cuenca area. In 1945 export of the hats accounted for 22.8 per cent. by value of the total exports, but competition from Japan and the Philippines has reduced exports till in 1955 they were only 2,652 m. tons, value U.S.$1,956,700, or 2.2 per cent. of total exports. Though much timber is available, only **balsa wood,** which is lighter than cork, is exported in any quantity, (3,918 m. tons). **Tagua Nuts** are the fruit of a palm fern which is abundant in the Manabí and Esmeraldas districts. Exports, 1955—6,703 m. tons.

The **sugar** crop (70,478 m. tons in 1955) supplies 78 per cent. of the local needs.

Pyrethrum flowers, the source of an insecticide in short world supply, are being grown at Ibarra, in the N, and Ambato, in the S, at 11,000 ft. or more. There are small exports.

Some **tobacco** has to be imported to supplement the 4,000 m. tons (mostly of the black Sumatra type) grown locally. About 181,700 quintals of **raw cotton** are grown, but there are imports for the textile factories.

Cattle are raised in the Sierra and in the Costa for meat and milk. There are many dairy farms in the Sierra, particularly between Ibarra and Ambato ; good butter is produced, but the supply is limited. Somewhat surprisingly, there is a shortage of beef in Ecuador. The Holstein Friesian of the United States is the most prominent breed. Cattle number 1,215,900. There are 1,350,600 sheep in the Sierra.

Minerals : Petroleum in commercial quantities has only been found in the Santa Elena Peninsula. At Ancón, in an otherwise sterile area, wells have been sunk by the Anglo-Ecuadorean Oilfields, Ltd., by far the larger producer (Lobitos Oilfields and South American Gold & Platinum have each a third interest in the Company). Manabi Exploration Co., Inc., a U.S. firm, is the second largest producer ; a controlling interest is held by the Pantepec Oil Co.

Pipelines take the oil to La Libertad, on the coast, where 74 per cent. of it is refined for internal use and the rest exported as crude. Refining capacity does not meet domestic requirements, and Ecuador imports more petrol and oils, by value, than she exports. Oil production has increased from 7,200 barrels per day in 1950 to 8,500 to-day. Estimated oil reserves are only 28 million barrels. Unless there is active exploration, Ecuador will be forced to spend more and more foreign exchange on oil and petrol imports.

There is a petroleum pipeline between Bucay and Palmira ; it is to be extended to Quito. It is 45 miles long and climbs 9,700 feet, making it one of the steepest in the world. Both Bucay and Palmira are on the Guayaquil-Quito railway : the distance of each from Guayaquil and their altitudes, are given later in " Information for Visitors."

Production was 132,150,000 gallons in 1954 and 148,284,000 gallons in 1955. Export, crude, 1954—178,722 m. tons, value $22,430,000 ; 1955—187,482 m. tons, value $23,969,600.

The only mining of any importance is by the gold-producing Cía Industrial Minera Asociada (CIMA), in Portovelo, El Oro province, but the deposits are approaching exhaustion. By-products are small amounts of silver, lead, and copper. The American owned sulphur mine at Tixán, where the ore is estimated at a million tons, is not prospering, and production is small.

Production of gold and silver, in troy ounces :

	1950	1953	1954	1955
Gold	96,403	29,239	18,479	15,289
Silver	273,200	86,600	56,600	47,500

Gold concentrate export, 1955—7.9 million pesos.

INDUSTRIAL DEVELOPMENT.

What little industrialisation there is has been concentrated at Guayaquil and Quito. The raw materials are usually local, but on the coast wheat is imported for milling and barley imported for the breweries. Industry is highly protected.

The smallness of Ecuador's industrial programme has not called for the construction of large power stations. Little of the hydro-electric potential, put at 1,822,000 horse power, has been developed. Ecuador's present capacity (about half hydro-electrical, the rest Diesel) is 65,250 Kw. to meet a demand estimated at 110,000 Kw.

There are only two industries of note : the making of toquilla (Panamá) hats, already dealt with, and textiles.

Some 25 cotton mills at Quito, Ambato, Riobamba, Cuenca and Guayaquil employ 5,300 workers. Twelve mills produce cotton textiles ; 2, woollen textiles ; 6, knitwear ; 5, rayon fabrics ; and 1, mixed cotton and woollen textiles. The industry, concentrated on low-cost material, supplies only a part of the local demand. Domestic cotton is poor and has to be blended with foreign cotton. Local wools, some 10 per cent. of consumption, have to be supplemented with imports. Dyeing and finishing are generally poor, and materials for the processes have to be imported. Home spinning and weaving of rugs, shawls, ponchos, etc., is a highly skilled peasant handicraft. So is the making of Panamá hats in the Sierra provinces of Azuay, Canar, Manabi, and Pincha.

Cement production is slowly increasing. It was 146,300 m. tons in 1955. Edible oil refineries produce about 727,000 litres. There has been a great increase in the production and consumption of beer recently. There are flour mills in various parts of the country.

FOREIGN TRADE.

	Exports U.S.$	Imports U.S.$
1952	80,012,000	58,029,000
1954	101,861,000	102,312,000
1955	88,751,000	89,715,000

In 1955, the U.S. supplied 52.4 per cent. of the imports and took 60.3 per cent. of the exports. Germany was the next largest trader.

PUBLIC DEBT.

	External	Internal (Sucres)
Dec., 1955 :—	U.S.$43,071,916	337,407,179

INFORMATION FOR VISITORS.

How to get to Ecuador :

Steamship Services : The usual steamship routes from England to Ecuador are by the Pacific Steam Navigation Company *via* the Panamá Canal to La Libertad or Guayaquil. A faster but more expensive route is from England to New York and thence to Guayaquil *via* the Panamá Canal by direct boats of the Grace Line. New York to Guayaquil takes 10 days. From Liverpool to La Libertad by passenger liner averages 22 days, with 20 days from a U.K. port to Guayaquil by a cargo passenger vessel. The Compagnie Generale Transatlantique plies between North European ports and Guayaquil.

Air Services : Ecuador is well served by international flights operated by two United States companies, Pan-American Grace (PANAGRA) and Braniff ; one Colombian company, Aviation Nacional Colombiana (AVIANCA) ; Royal Dutch Airlines (KLM) ; and Transportes Aereos Nacionales (TAN). Panagra has a daily service between Balboa and Lima, calling at Quito and Guayaquil ; Braniff South American services call at Guayaquil four times a week ; AVIANCA has a daily service to Colombia from Guayaquil via Quito and also flights to Miami ; Guayaquil is a port of call on the K.L.M. route from Caracas to Lima, and on TAN's service : Lima, Guayaquil, Managua, Tegucigalpa, Havana. These services offer speedy transport to the U.S.A. (New York, 24 hours), Peru (Lima, 7 hours), Chile (Santiago, 24 hours), Argentina (Buenos Aires, 28 hours), Brazil (Río de Janeiro, 18 hours) and Colombia (Cali, 2 hours). An air journey to Ecuador from the United Kingdom (by BOAC to New York) takes less than 48 hours.

There are several flights a day between Guayaquil and Quito by Panagra and Aviacana or by one of the domestic airlines : Anda, Cedta, Viansa, and Tao. The flight takes 50 minutes ; the single fare is U.S.$18.

The **best time for a visit** is from June to October, during the dry season. The coastal area is insufferably hot and wet from December to April.

Passports : All persons entering the Republic of Ecuador must be in possession of a passport, duly viséd by an Ecuadorean Consul at the place where the traveller usually lives. The charge for visa is about 16/-, and it is valid for three months. A business tax of U.S.$8 is collected when the visa is issued or on arrival. A vaccination (small-pox) certificate, and three photographs, are required. No visitor may remain in the country for more than 90 days unless be becomes domiciled, and all passengers other than tourists must deposit U.S.$.100 with the shipping company on embarkation. This is returned on leaving Ecuador. There is a

special "tourist visa" costing U.S.$1.

Travellers by one of the many air services do not pay a deposit, for it is guaranteed by the company. At Guayaquil, passengers deliver their passports to the Immigration Officer who goes on board. A card is handed to the passengers in exchange for their passports; they must then call at the Immigration Office ashore within 3 days of their arrival, where, after registration, passports are returned in exchange for the card. Two photographs are necessary for this.

Clothing and used personal effects are admitted free of duty. New items are free of duty up to a value of U.S.$125. Tobacco, matches, alcohol and salt are Government monopolies, and travellers can take in little of these.

The traveller must get an exit visa from the Immigration Office before leaving the country.

NOTE.—No visa is required by citizens of the American continent when travelling as tourists, or in transit; only a passport and tourist card, with photo attached, fee U.S.$1.00, valid for 3 months. Transport companies issue the tourist card. Health and small pox vaccination certificates are necessary. There is a landing fee of U.S.$2 at the airports.

Clothing: Guayaquil and the coastal region have a tropical climate. Quito and the inland region enjoy a temperature similar to that of an English spring during the whole year. Clothing for the coast should be of the lightest—cotton, linen, palm beach or white drill. In the inland region medium-weight woollen clothes are used and an overcoat is necessary at night. A raincoat and an umbrella are useful.

Health: All areas below 1,200 metres (4,000 ft.), are liable to malaria under conditions favourable to the anopheles mosquito. Above this height there is little danger. The greatest danger is dysentery. Eat no uncooked vegetables or salads; drink no unbottled water or milk that is not tinned. Travellers should be inoculated against both small-pox and typhoid. The "Harry Rimmer" Memorial Hospital at Quito, built by the World Radio Fellowship of Chicago, is first class.

Entertaining: There are few places of entertainment. Theatrical performances are rare and only picture shows are permanently available. Entertaining is therefore chiefly confined to social intercourse, dinners, dances and picnics.

Cost of Living: The average charge for a first-class hotel is 60 to 80 sucres; the latter price is for a bedroom, sitting room, and bathroom. Breakfast is 6 sucres, meals 20 to 30 sucres. There are special rates for a long stay. Tipping is 10 per cent. There are few good hotels outside Quito and Guayaquil.

The cost of living has risen greatly since the war (taking the general cost of living index as 100 for 1938, the index stood at 649 at the end of 1949). Taking August 1950-July 1951 as 100, the cost of living in April, 1955, stood at 113.8 for middle class families. There has been little change since.

Railway Travel: The railways are not too comfortable or reliable. The total track mileage is 698, divided between seven lines. The line from the port to the capital is described in the text.

This table gives the altitude and distance from Guayaquil of each station on the way to Quito.

Altitude in feet.	Stations.	Miles from Guayaquil.	Altitude in feet.	Stations.	Miles from Guayaquil.
15	Durán (Guayaquil)	0	10,379	Luisa	142
20	Yaguachi	14	9,020	Riobamba	150
42	Milagro	21	11,841	Urbina	170
100	Naranjito	31	10,346	Mocha	178
300	Barraganeta	43	9,100	Cevallos	186
975	Bucay	54	8,435	Ambato	196
4,000	Huigra	72	8,645	San Miguel	219
4,875	Chunchi	76	9,055	Latacunga	227
5,925	Sibambe	81	10,375	Lasso	239
8,553	Alausí	89	11,653	Cotopaxi	250
9,200	Tixán	95	10,118	Machachi	263
10,626	Palmira	103	9,090	Aloag	266
10,000	Guamote	112	9,891	Tambillo	273
10,388	Cajabamba	132	9,375	Quito	288

Road Travel : There is only one good all-weather road in Ecuador : the Pan-American Highway running through the Central Valley south from Rumichaca, on the border with Colombia, to La Toma, 586 miles. From La Toma to Macara (99 miles) on the Peruvian border, is impassable.

To by-pass the unfinished section motorists can leave the Highway at Cuatro Esquinas, between Ambato and Guamote, and go to Babahoyo, where cars are shipped down river to Guayaquil, a trip of 8 hours. Cars are then shipped across the Gulf of Guayaquil to Puerto Bolívar (8 hours), from which there is a dry weather road, 53 miles, through Machala to Zarumilla, on the Peruvian frontier. Or cars can be driven from Latacunga to Quevedo (ferry), and on to Guayaquil over dirt roads. For the roads in the Costa, see page 482.

Coastal Service : There is a weekly steamer from Guayaquil to the west coast ports of Manta and Esmeraldas.

Sport : The Sierra country is excellent for riding, and good horses can be hired. Quito has a polo club. There are golf clubs at Guayaquil and Quito and on the Santa Elena Peninsula. There is excellent big-game fishing for bonito and marlin off Playas, Salinas, or Manta, and alligator hunting in the rivers near Guayaquil. Bull fighting is rarely seen at Guayaquil, but more frequently at Quito. The national sport is cock fighting ; every town has its pits.

The fauna includes the jaguar, puma, tapir, several kinds of monkeys, the armadillo, ant-bear, squirrel, porcupine, peccary, various kinds of deer, and many rodents, including the guinea-pig. There are also tortoises, lizards, and iguanas. Among the snakes are the boa-constrictor and the anaconda, and the alligator is also met. The bird-life comprises the condor of the Andes, falcons, kites, macaws, owls, toucans, parrots, ibises, cranes, and storks.

PUBLIC HOLIDAYS.

New Year's Day. Holy Thursday. Good Friday. Holy Saturday.
Mon. & Tues., before Lent : Carnival.
May 1 : Labour Day.
May 24 : Battle of Pichincha.
July 24 : Birthday of Bolivar.
August 10 : Independence of Quito ; Opening of Congress.
October 9 : Independence of Guayaquil.
October 12 : Discovery of America.
November 2 : All Saints' Day.
November 3 : Anniversary of Cuenca.
December 6.
Christmas Day.
The usual feast days of the Roman Catholic Church are also observed.

Postal : The air and surface postal rates from Britain are given on page 28. The principal towns have telephone plants, and there is a public long distance telephone service between Guayaquil and Quito. All America Cables and Radio, Inc., has offices at Guayaquil, Quito, and Salinas. There are radio telegraph and telephone services to most South American republics.

There is a telephone service between the United Kingdom and Ecuador from 1 p.m. to 4 p.m., and 8 p.m. to 10 p.m., on weekdays (minimum charge : £3. 15s. for three minutes), and from 1.30 p.m. to 3 p.m. and from 9 p.m. to 10 p.m. on Sundays (minimum charge : £3 for three minutes). All times are quoted G.M.T.

Currency : The Sucre, divided into a 100 centavos, is the unit of currency. Bank notes of the Banco Central del Ecuador are for 5, 10, 20, 50, 100, 500, and 1,000 sucres ; there are nickel coins of one sucre and 20, 10, and 5 centavos.

The free market rate was S18.50/18.60 to the dollar, or S51/53 to the £ sterling on Nov. 30, 1956.

Weights and measures : The metric system is legal. It is generally used in foreign trade and must be used in legal documents. Spanish and local measures are often used in the retail trade :—

1 cuarta = 8.3 inches
1 vara = 2.76 feet
1 cuadra = 91.9 yards
1 milla = 0.87 mile
1 legua = 2.6 or 3 miles
1 solar = 0.43 acre
1 cuadra cuadrada = 1.74 acres
1 caballeria = 27.9 acres
1 legua caudrada = 12 square miles

1 galon (liquid) = 0.888 gallon
1 fanega = 1.691 bushels
1 arroba (dry) = 0.864 bushel
1 arroba (oil) = 3.316 gallons
1 arroba (wine) = 4.254 gallons
1 arroba = 25.362 pounds
1 libre = 1.014 pounds
1 quintal = 101.44 pounds

Land is generally measured by the metric system.

Newspapers : The main newspapers are " El Comercio " and " Ultimas Noticias " at Quito ; " El Telegrafo," " El Universo," " La Prensa," " La Nación," and " La Hora " at Guayaquil ; " El Mercurio " at Cuenca ; " Cronica " at Ambato ; and " La Opinión del Sur " at Loja.

Information for tourists is best obtained from the Consulate-General of Ecuador's local office or the Ecuadorean Embassy. Information for businessmen is given (1) in " Hints to Business Men Visiting Ecuador," supplied free on application to the Commercial and Exports Department of the Board of Trade, Horse Guards Avenue, London, S.W.1. ; (2) the Ecuadorean-American Association, Inc. (535 Fifth Avenue, New York 17, N.Y.) issues Bulletins of information about developments in the republic and a free sample copy may be requested ; (3) information can be obtained from the Banco Central del Ecuador, Quito ; and (4) from the Camara de Comercio (Chamber of Commerce), in Guayaquil and Quito.

Representation : Ecuador is represented in London by an Embassy at 3, Hans Crescent, S.W.1. There is a Consulate at the same address, and a Consular office at 633, Tower Building, Water St., Liverpool 3. Ambassador : Sr. Leonidas Plaza Lasso.

Britain is represented by an Ambassador in Quito and a Consul and Vice-Consul at Guayaquil. The Ambassador is Mr. F. H. Gamble, C.M.G.

The United States are represented by an Embassy at Quito, and a consulate general in Guayaquil.

FALKLAND ISLANDS

The Falkland Islands lie 300 miles east of the entrance to the Straits of Magellan, and form a land surface of 4,618 square miles. Their conformation, with fjord-like inlets and evidences of glacial action, shows some resemblance to Eastern Tierra del Fuego.

East Falkland, with its adjacent islands, has an area of 2,580 square miles ; West Falkland, with its islands, 2,038 square miles. These two groups constitute the " Colony," as distinct from the Dependencies, far to the southward, which form part of Antarctica. They lie between lat. S 51° and 53° and between long. W 57° and 62° ; approximately 1,000 miles due south of Montevideo and 480 miles north-east of Cape Horn.

Mount Adam, the highest point of West Falkland, is 2,315 ft. high. Mount Usborne, the tallest peak of the Wickham Heights, on East Falkland, is 2,245 ft.

The people of the Falklands are almost exclusively of pure British descent, and descendants of the early pioneers own the greater part of the land. They are hard-working and thrifty and numbered 2,249 at the end of 1955. The general health is good.

Climate :—The islands are in the same latitude South as London is North but there is little similarity in climate apart from the hours of sunshine, which are almost identical. Mean monthly temperatures are uniformly lower than in London but London has both higher and lower extremes. There are no warm spells, such as occur in a good English summer ; there may be cold outbreaks at almost any time of the year and the weather is generally changeable. The Islands are exposed and persistent strong winds spoil many otherwise pleasant days in the summer. (The wind reaches gale force one day in five). Annual rainfall is rather higher than in the London area.

The climate is bracing. Some people find the strong winds trying though somewhat similar conditions are found in the exposed coastal districts of Scotland. Spring, Autumn and Winter clothing, as used in the United Kingdom, is suitable. There is no need for extra-heavy underclothes and wind-proof outer clothing is much warmer.

The annual extreme range of temperature is from 13°F. to 77°F. (records for 30 years), but the normal range is from 20°F. to 70°F., with a mean annual temperature of 42°F. The mean wind speed is 15 knots (17 m.p.h.) and the annual rainfall is about 25 inches.

Stanley, on East Falkland, in the north-east group, the only town of importance, has a fine inner and outer harbour. The population is about 1,200 and its houses are mostly of wood and iron. It is very difficult to rent a house at Stanley, but there are three hotels and a few boarding houses which are reasonably comfortable. The bay, surrounded by low-lying hills covered with a brownish vegetation, looks somewhat like home to the native of

Northern Scotland. A number of motor-cars and lorries are in use.

Points of Interest :—In Sparrow Cove, Port William, can be seen the "Great Britain"—the first of the iron screw steamships. Government House, the Colonial Secretary's Office, and the little Cathedral claim attention, as well as the monument commemorating the Battle of 1914. The Town Hall, containing the Museum, Library, Court-room and Post Office, was destroyed by fire in 1944. The new Town Hall was completed in 1950.

Landing :—By shore-boat.

Currency :—Local Government notes and English coins.

Communication between Stanley and the outside world is maintained through Montevideo, to which there is a monthly service by steamers of the Falkland Islands Coy., Ltd. These sailings make connections at Montevideo with Royal Mail Lines "A" and "H" class vessels both to and from England.

The inter-island service for passengers and mails is carried out by s.s. "Fitzroy", the Government owned "Philomel", and by the local Government air service.

EARLY HISTORY.

The Falklands are said to have been visited in 1592 by the English navigator Davis and in 1594 by Sir Richard Hawkins, who first described them in detail. Captain Strong landed upon them in 1690 and gave them their present name. During the first half of the 17th century adventurers from St. Malo visited the islands, and called them Iles Malouines in French, and Islas Malvinas in Spanish.

In 1764 they were taken by France, and Bougainville planted a small colony at Port Louis. Two years later France admitted Spain's prior claim and ceded her rights. In 1767 England asserted her dominion, and a post was established in the West Falklands to survey the group. This was driven out by the Spaniards in 1770 and restored in the following year, after threat of war. The post was abandoned in 1774, and there was no further formal occupation until 1820, when the "United Provinces of South America" hoisted their flag at Port Louis. This settlement was broken up in 1831 by an American warship owing to the illegal imprisonment, by a German in charge of the settlement, of some American sealers. In 1832 British warships were sent to reassert Britain's claim. Argentina refused to leave; its flag was struck, the British flag raised, and the Argentine garrison expelled. There has been no change of ownership since. Centenary celebrations were held in 1933.

The Argentine Government still does not recognize the British occupation. In Argentina the Falklands are known as the "Malvinas."

ADMINISTRATION.

The Colony is administered for the Crown by a Governor, aided by an Executive and Legislative Council. The Legislative Council is composed of the Governor (President); three ex-officio members—the Colonial Secretary, the Senior Medical Officer, and the Agricultural Officer; two official and two non-official members nominated by the Governor; and four representatives elected by the people.

In the Colony : There is a Supreme Court with the Governor acting as Judge, and a Magistrate's Court (the post of Magistrate is held by the Colonial Secretary) at Stanley. A number of farm managers are Justices of the Peace and have power to deal with minor offences. **In the Dependencies :** The Administrative Officer, who is stationed in South Georgia, is the Magistrate and sits in Grytviken. At each of the Falklands Islands Dependencies Survey Bases a member of the Survey Party acts as Magistrate. The Supreme Court in Stanley is common to all the Dependencies.

Education, reaching a General Certificate of Education Standard, is provided in Port Stanley by Government. Outside Port Stanley education is carried on either in Settlement Schools or by Itinerant Teachers.

Governor and Commander in Chief : Mr Edwin Porter Arrowsmith.

Economy : In East Falkland the country is wild moorland, interspersed with rocks and stones. Building-stone of Devonian and Gondwana formations is found in different parts of the island. The

soil, mostly soft peat, makes travel difficult. There are no roads except in Stanley, and communication is by horse, boat, seaplane or caterpillar cars. The islands are so well adapted for sheep-farming that the whole acreage has been devoted to that industry. The tussac, which grows to the height of 7 ft., yields fattening food for cattle ; it has disappeared from the main East and West Falklands, but abounds on the smaller islands. There are only a few trees.

The poverty of the soil, isolation, and the intemperate climate make progress difficult. The whole colony carries only 12,256 cattle and 2,858 horses. Sheep-farming is the only important industry. The islands carry some 597,781 sheep, yielding about 4 million lb. of wool for sale, chiefly on the London market. Surplus sheep are boiled for tallow.

Exports, wool : 1954—4,395,049 lb., value £453,300 ; 1955—4,395,322 lb., value £488,980. Hides and skins : 1954—4,050 cwt., value £34,553 ; 1955—3,650 cwt., value £22,756. Tallow, 1954—522 cwt., value £1,975 ; 1955—nil. Frozen mutton, 1954—759,282 cwt., value £15,755 ; 1955—nil. Live sheep, 2,191, valued at £2,191 in 1954-55.

A single company farms almost one-third of the area and one-third of the sheep. The larger of the 23 remaining farms are owned by companies and farmed by resident managers.

Small quantities of oats and potatoes are grown.

The **cost of living** is lower than it is in Britain : there is less to buy and do. Freights necessarily add to the prices of groceries, all imported. There is, however, no purchase tax, and only tobacco, wines, spirits and beer pay import duty. Small luxury goods on which the freight is correspondingly low are therefore much cheaper than in the U.K.

Shepherds get £12—£12. 10s. per month, plus cost of living bonus, £8. 2s. 6d. per month, with quarters, fuel, meat, and milk free. Navvies outside Stanley get from £10. 10s. to £11 a month, with a cost of living bonus. Wages in Stanley are £5. 5s. 0d. a week for unskilled and from £5. 8s. 9d. to £6. 11s. 3d. for skilled labourers. No labour may be imported, except by permit from the Colonial Government.

OVERSEAS TRADE.

	1951.	1952.	1953.	1954.
	£	£	£	£
Imports	440,703	662,071	593,544	484,545
Exports	621,963	715,407	381,472	518,861

The principal imports are hardware, groceries, timber, drapery and wearing material. The exports consist of wool, hides and sheepskins, and some live sheep.

Mails are received about once a month, *via* Montevideo. Air mail for the Islands is sent by air to Montevideo and on by sea. Rates are 6d. for air letter forms, 1s. up to 5 grammes, with 1s. for each additional 5 grammes. The inter-island service for passengers and mails is carried out by s.s. *Fitzroy*, the Government owned vessel *Philomel*, and by the local Government Air Service.

POSTAGE.—British Empire 2½d. per ounce ; other parts 5d. first ounce, 3d. per additional ounce.

WIRELESS communication is now maintained with London, Montevideo, General Pacheco (Arg.), South Georgia and Bergen

(Norway). There is a Government local relay system.

THE DEPENDENCIES.

The Dependencies, as distinct from the Colony, include the land surface between longitudes 20° W and 50° W to the south of latitude 50° S.; and between 50° W and 80° W to the south of latitude 58°. The boundaries include a sector stretching to the South Pole, the territory of Graham Land and a number of islands. Of the last-named, South Georgia, the South Shetlands, South Orkneys, and South Sandwich Islands are the chief.

The total area of about 3 million square miles includes about 1 million square miles of sea, fairly accessible for whaling, sealing, and fishing. The Weddell Sea, with its floes and icebergs, forms part of the area.

A chain of stations at which work on surveying, geology, meteorology, etc., is done, is maintained in the Dependencies. This work is carried out by the Falkland Islands Dependencies Survey.

The whaling industry in Antarctic waters is greater than that of the entire remainder of the world. Whale products are exported through South Georgia as follows :

	1955	
	Quantity	Value
		£
Whale oil (barrels)	185,739	1,408,181
Other Whale Products (lb.)	30,989	1,116,387
Other goods (tons)	11,905	126,937
Whale oil re-exports (barrels) ..	57,022	709,253

South Georgia, in latitude 54½° S. and longitude 36° to 38° W, has an area of about 1,450 square miles, and a population of about 1,500 during the summer whaling season and rather less than half that number during the winter. There are three land-based whaling factories, and of the whalers most are Norwegian or Swedish. The Administrative Officer, who is also resident magistrate, and other officials are stationed at Grytviken Harbour, where there is a wireless station in communication with Stanley.

South Georgia is a mass of high mountains covered with snow where not too precipitous. Observations extending over three years point to snowfall upon 124 days per annum. The valleys are filled with glaciers which in many cases descend to the sea. The coastal region is free from snow in summer and more or less clothed with vegetation.

The **South Shetlands,** about 400 miles SE of Cape Horn, have good summer harbours, including one at Port Foster on Deception Island, a place notable for its hot springs. There is one shore whaling station but it has not been worked for several years.

The **South Orkneys,** about 200 miles eastward of the South Shetlands, serve as a base for whalers, as do the **South Sandwich** Islands, a volcanic group some 250 miles SE of South Georgia.

The trade done by the Dependencies is as follows :—

	1952.	1953.	1954.	1955.
	£	£	£	£
Imports	2,406,411	2,231,407	2,688,367	2,464,010
Exports	3,689,165	2,814,487	5,751,698	3,360,728

These figures include re-exports.

Of the 1955 imports, £700,300 is accounted for by whale products, brought in from the High Seas and later re-exported.

PARAGUAY

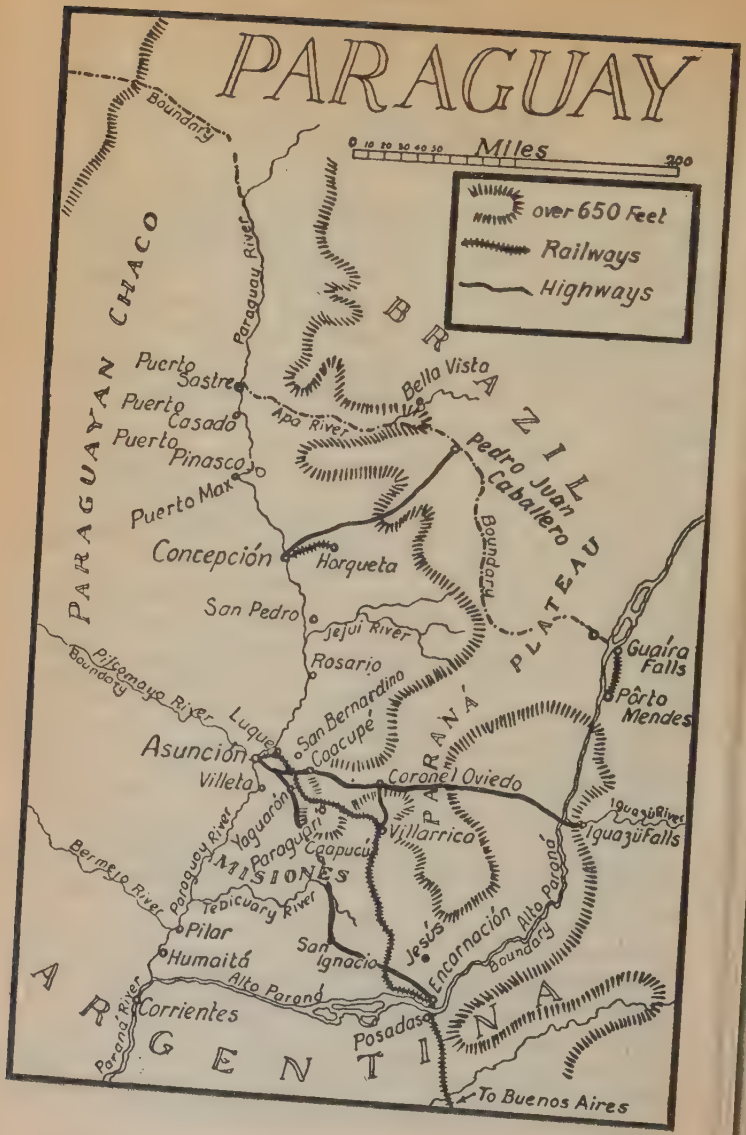
PARAGUAY, fortunate in its people, its climate, and its rich land, is none the less a country which has so far failed to fulfil its promise. Its boundaries, which march with Argentina, Bolivia and Brazil, are drawn through comparatively empty lands ; its central cluster of population is far removed from its neighbours ; for all that Paraguay has been embroiled in such calamitous wars during the last and the present century that it cannot yet be said to have recovered from them.

Paraguay is one of the two inland countries of South America, with poor access by river and rail to the sea, 900 miles away. Its total area is 157,000 square miles. Its southern boundary with Argentina from just north of the Argentine town of Corrientes to Encarnación, a distance of 200 miles, is the Alto Paraná River. This river course, which sweeps northwards, remains the border with Argentina as far as the Iguazú river, a distance of 215 miles. From that point to the Guaíra Falls (120 miles), the Alto Paraná is the eastern border with Brazil ; from the Falls the northern boundary with Brazil runs north-westwards across the land mass to the confluence between the Apa and Paraguay rivers.

The Alto Paraná is joined at Corrientes by the southern flowing Paraguay River. From Corrientes as far north as Asunción (220 miles), it is the western boundary with Argentina. From Asunción as far north as the confluence with the Apa (375 miles), the river divides Paraguay into two : Paraguay Proper to the east, and the Chaco to the west. For some distance north of the entry of the Apa, the Paraguay river is the Chaco's eastern boundary with Brazil.

The Paraguayan lands divided by the Paraguay river are in extreme contrast : the **Chaco** (95,400 square miles), an almost uninhabited waste, and **Paraguay Proper** (61,600 square miles), a rich land in which almost all the population is concentrated. But Paraguay Proper is itself divided into two contrasting areas by a high cliffed formation which runs almost due north from the Alto Paraná river, west of Encarnación, to the Brazilian border. East of this cliff lies the Paraná Plateau ; west of it, as far as the Paraguay river, lie gently rolling hills and flat plains.

The Paraná Plateau, ranging from a thousand to two thousand feet in height, has comparatively heavy falls of rain and is one vast forest. It is in this forest that most of the yerba maté is gathered for export. Across the plateau runs the Paraná river. At the point where the northern boundary of Paraguay reaches the river are the great Guaíra (or Sete Quedas) Falls. From the Falls to Encarnación (335 miles), the river runs through a canyon incised into the deep lava floor of the plateau, which dips into the plains just west of Encarnación.


PARAGUAY
Boundary
0 10 20 30 40 50 Miles 200
over 650 Feet
Railways
Highways
PARAGUAYAN CHACO
Paraguay River
BRAZIL
Puerto Sastre
Puerto Casado
Puerto Pinasco
Puerto Max
Apa River
Bella Vista
Pedro Juan Caballero
Boundary
PLATEAU
Concepción
Horqueta
San Pedro
Jejuí River
Rosario
Pilcomayo River
Boundary
Luque
San Bernardino
Coacupé
Asunción
Villeta
Coronel Oviedo
PARANÁ
Guaira Falls
Pôrto Mendes
Iguazú River
Iguazú Falls
Yaguarón
Paraguarí
Caapucú
Villarrica
MISIONES
Bermejo River
Paraguay River
Tebicuary River
Pilar
Humaitá
San Ignacio
Jesús
Encarnación
Alto Paraná
Boundary
ARGENTINA
Alto Parana
Paraná River
Corrientes
Posadas
To Buenos Aires

West of the high cliff which rims the western edge of the plateau lies a low flat plain stretching to the Paraguay river. This plain is diversified by rolling, well wooded hills : one range runs from the cliff to the Paraguay river north of Concepción ; another, broad based on the plateau, reaches the river at Asunción. Most of Paraguay's population is concentrated in these last hill lands, stretching eastwards from Asunción to Encarnación.

Much of the flat plain is flooded once a year ; it is wet savannah, treeless, but covered with coarse grasses. On this plain, rice, sugar, tobacco, grains and cotton are grown. Several heavily forested rivers drain the plain and hill lands into the Paraguay.

The **Chaco,** lying west of the Paraguay river, is mostly waste land covered with scrub forest. Along the river there are grassy plains and clumps of palms, but westwards the land grows drier and more and more bleak. Much of the area is waterless. The marshy, unnavigable Pilcomayo river, one of the few draining the Chaco, is the southern boundary between the Paraguayan and Argentinian Chacos. Apart from a Mennonite colony, some small settlements on the river banks, and a few nomadic Indian tribes, this vast area is uninhabited. But it is from the scrub forest of the Chaco (and also from the forests of the Paraná river) that the quebracho tree comes. It is for supremacy in this wilderness that Paraguay and Bolivia have so often fought and ruined themselves.

Some 54 per cent. of the country is covered with forest, 40 per cent. is pastoral 4 per cent. is agricultural but only 1 per cent. is cultivated.

Communications with the outside world by land and river are poor. The only practicable trade route is by the Paraná river to the Plate estuary, and Buenos Aires is 900 miles from Asunción. The river winds excessively ; it constantly changes its bed and the locus of its sandbanks. Ocean-going vessels can only ascend as far as Rosario with safety, and meet with many difficulties between Rosario and Santa Fé. So difficult is the river that communication with Buenos Aires was mainly by road before the coming of the railway. In 1854, a start was made with the building of a standard gauge railway, 274 miles long, between the capital and Encarnación, on the Alto Paraná. In 1913 this line (incidentally, the only one of any importance in Paraguay) was connected with the Argentine railway from Buenos Aires. Both lines were so costly to build, and the volume of traffic has been so small, that rates have remained exorbitantly high. The rail route itself has many difficulties. Treaty obligations prevent what would in any case be impossible : the building of a bridge across the Alto Paraná, and goods and passenger trains for Buenos Aires have to be ferried across to Posadas. From Posadas passengers continue by rail to Puerto Uruguay on the Uruguay river, where they transfer on to river steamers for Buenos Aires, which is reached overnight. Goods are ferried across the lower Paraná from Zarate to Ibucuy, a distance of 52 miles. The high cost of transport, by boat or train, allows only those products which can bear that cost competitively to flow out into world markets.

The external communications by air, and the internal communications by air, railway, road and river are given under " Information

for Visitors." The growing importance of the external air routes is simply explained by the following facts : it takes 4 days by water from Buenos Aires to Asunción, 58 hours by railway, but only 4 hours by air. There is no direct railway or road from Asunción to La Paz, the capital of Bolivia : to reach La Paz overland it is necessary to go by river or rail to Buenos Aires, and then by rail (78 hours) to La Paz. By this route the distance is over 3,000 miles. The air route is only 1,100 miles, and the time taken 3 hours. Surface travel between Rio de Janeiro and Asunción is either by sea to the Plate estuary and up the river, or by rail to Puerto Esperanza and by boat down the Rio Paraguay—a lengthy business. The air route (920 miles) takes 4 hours.

History : The original inhabitants of Paraguay were the Guarani peoples ; they had spread by the 16th century to the foothills of the Andes, along the coast of Brazil, and even into the basin of the Amazon. They were a singularly peaceful people who did not contest the coming of the Spaniards, the first of whom, under the navigator Diez de Soliz, arrived at the River Paraguay in 1524. The main body, led by Juan de Ayolas, came from Buenos Aires, where the earliest Spanish settlement was made in 1536. Finding no gold, and pestered by the hostile Indians of the Pampa, they pushed north along the river, seeking a short route to the gold and silver of Peru. They reached the friendly Guaranis in 1537 and a member of the party, Juan de Salazar de Espinosa, is generally accepted as founding Asunción on August 15th. The shifting sands and treacherous channel of the Paraná river made it almost impossible for further forces to be brought that way : what little reinforcement there was came overland across Brazil. Because the garrison at Asunción remained small, the Paraguayan mestizo has a far higher proportion of Indian blood than any other in Latin America. The result is singularly fortunate : the Paraguayan is both good looking (to our Western eyes), and, for all his obduracy in war, kindly and peaceable.

Asunción became the nucleus of Spanish settlement in south-eastern South America, and it was from Asunción that this part of the world was colonised. Spaniards pushed north-west across the Chaco to found Santa Cruz, in Bolivia, eastwards to occupy the rest of Paraguay, and southwards along the river to re-found Buenos Aires in 1580 : forty-three years after they had abandoned it.

During the Colonial era one of the world's most successful experiments in dealing with a native population was carried out, not by the conquerors, but by their missionaries, over whom the civil power had little or no control. In 1609 the Society of Jesus sent a number of missionaries to Paraguay to civilize the Indians. The Jesuits were in the country until they were expelled in 1767 : a period of 158 years. During that time they formed 32 " reductions ", or settlements, run along paternal-socialist lines. They induced the Indians to leave the forests and settle in townships, where they built magnificent churches, employing unsuspected native skills in masonry, stone and wood carving, and painting. Selected natives were even given a sound classical education. The first reductions were in the north, but they were forced to abandon these because of constant attacks from Brazil. They settled finally in Misiones ; part of the area of settlement is now in Argentina. At the expulsion the reductions fell to pieces : the Indians left, and were reduced to peonage under other masters. Most of the great churches have fallen into ruin, or been destroyed, but the few that remain are dealt with in the text.

Paraguay got her independence from Spain, without bloodshed, on May 14, 1811. Soon afterwards Dr. Francia, the dictator known as " El Supremo," took power and held it until 1840. His policy was the simple one of complete isolation : no one might leave the country, no one might enter it, and trade was not permitted. He was followed as dictator by his nephew, Carlos Antonio Lopez, who ruled until his death in 1862. He reversed Francia's policy of isolation and it was he who began in 1854 the building of the Central Paraguayan Railway from Asunción to Encarnación. He was followed by a third dictator : his son, Francisco Solano Lopez, who is today the most venerated of Paraguay's heroes. He aspired to be the Napoleon of South America and, with the encouragement of his Irish mistress, Madam Eliza Lynch, he became involved in 1865 in a disastrous war against Brazil, Argentina and Uruguay—the War of the Triple Alliance. The courageous Paraguayan nation, led by Marshal Lopez, fought and held out against overwhelming odds until he was killed at Cerro Corá in 1870, when the war ended. Out of a population of 525,000, only 221,000 were left alive after the war, and of these, only 22,000 were male. It is only of recent years that the population has recovered a normal ratio between the sexes. After the war Paraguay was occupied for eight years.

After 1870 there was a certain amount of European immigration. The descendants of these immigrants, though small in number, are powerful in the social life of Paraguay.

The history of Paraguay since 1870 has been the story of a recovery from disaster, but this process received a severe setback in the wars with Bolivia which broke out intermittently between 1929 and 1935. The bone of contention was the Chaco. The Paraguayans, fighting with their customary courage and tenacity, triumphed, and were given a large area of the Chaco in the final settlement. Bolivia was given an outlet, of little practical use, to the Paraguay river. Paraguay is now justifying its victory by opening up and colonising the Chaco, but this is necessarily a slow process.

The People of Paraguay : Because the proportion of Spanish blood is smaller than elsewhere, the people of Paraguay to-day are bilingual, speaking both the Spanish of the conqueror and the Guarani of the conquered. Outside Asunción, most people speak Guarani by preference. There is a Guarani theatre, and books and periodicals are published in the language. There are a few pure-bred Indians left: most of them are in the Chaco.

The population in 1950 was 1,408,000. Of these only 64,700 live in the Chaco. Some 17,000 Indians live in the forest. About 75 per cent. are engaged in pastoral and agricultural pursuits.

Government : There was a new Constitution in 1940, giving the State the right to regulate economic activities. Executive power rests in the President, elected for five years, and a cabinet which he elects and which has the right to veto his acts. These acts must be reviewed and approved by a Council of State formed of the cabinet, the Archbishop, the Rector of the University, the President of the National Bank, and representatives of commerce, agriculture, industry, the army and navy. The legislative power is in the hands of a Chamber of Representatives, with one representative for every 25,000 of the population. Voting is secret and obligatory on all males over 18.

PRESIDENT.
General Alfredo Stroessner.

Cabinet.

Foreign Affairs	Dr. Raul Sapena Pastor.
Interior	Dr. Edgar L. Insfrán.
Finance	Gen. César Barrientos.

There are seven other ministries.

Social Services : In spite of the productivity of the land there is severe poverty in Paraguay ; wages are very low, there is much illiteracy and the standard of living, except for the privileged few, is often deplorable. There is much disease and malnutrition in this potential paradise. Attempts are now being made to temper the poverty. Social legislation which came into force in January, 1951, establishes for most salary and wage earners a national insurance scheme which provides free medical services, subsidies during absence from work due to illness or accident, maternity benefits, old age pensions at 60, and free burial.

MAIN TOWNS.

Asunción, the capital and only large town in Paraguay, is built on the shores of a bay cutting into the eastern bank of the Paraguay river, almost opposite its confluence with the Pilcomayo. Its urban population of 207,334 is about a seventh of that of the whole country ; the district population is estimated at 400,000. The city, built on a

low hill crowned by the large modern church of La Encarnación, is laid out in the Colonial Spanish rectangular manner, its wide avenues lined with trees and flowers. The oldest part is down by the water's edge, but all the public buildings are modern : none of them is earlier than the last half of the 19th century. The modern town has spread into the hilly land beyond. The dwelling houses are for the most part single storied and built in the Spanish-Moorish style, with patios and fountains. The red tiles and the abundance of orange blossoms and roses give a picturesque touch to a sunny and pleasant city. The main street is Calle Independencía Nacional, running from the bay into the heart of the city. Calle Palma, crossing it, is the chief shopping centre.

Most of the great public buildings can be seen by following Calle Buenos Aires from the Custom House. The first is the Government Palace, built during the Triple Alliance War in the style of the Louvre. Three blocks behind it, along Calle Ayolas, is the Godoy Museum, with a Murillo and a Tintoretto and a historical collection. A little further along Calle Buenos Aires is the large Congressional Palace, with the Cathedral at the corner of the square. Behind it, along Calle Chile, is Plaza de los Heroes, with a building based on the Invalides in Paris. This is the Pantheon of Heroes, begun during the Triple Alliance War and finished in 1937. It now contains the tombs of Carlos and Francisco Lopez, of two unknown Paraguayan soldiers, and of Marshal Estigaribia. After crossing Calle Independencía Nacional, the main street, Calle Buenos Aires becomes Calle C. Bogado. The fifth block along it is the railway station, facing the Plaza Uruguaya, with a delightful garden.

The City has several parks, the best of which are Parque Carlos Antonio Lopez, set high and with a grand view ; Parque Caballero, beautifully laid out along a stream, with pools and waterfalls and plantations ; and Parque Gaspar Rodriguez de Francia. The exceptionally beautiful Botanical Gardens are 4 miles out of the City, at Trinidad, quickly reached by road or rail. It lies along the Paraguay river, on the former estate of the Lopez family. It has an enormous range of plants, a nine-hole golf course, and a Zoo. The Lopez residence has been turned into a Natural History museum. From the shores of the Paraguay river it is possible to take a rowing boat to a large island where several hundred pure blooded Indians, mainly of the Maca Tribe, now live. They were brought to the island from the Chaco and continue their ancient way of life, using primitive tools and still making bows and arrows.

Asunción has no sewage system and lacks piped water. Drinking water is obtained from wells or rain-water cisterns. A piped water supply is being built with a U.S.$7 million loan from the Export/Import Bank in Washington.

Luque, a large suburb which once served as the capital when Asunción was deserted during the war of the Triple Alliance, has a population of 25,000.

Rail : Paraguay Central Line to Encarnación and Buenos Aires (938 miles).

Leave Buenos Aires	Sundays, 17.00.
Arrive Asunción	Wednesdays, 19.40.
Leave Asunción	Thursdays, 6.15.
Arrive Buenos Aires	Sundays, 09.30.

Fares—To Buenos Aires, 1st class, G.711 ; sleeper, G.565. To Encarnación,

1st class, G.370 ; sleeper, G.150.

There is a local train to Encarnación on Monday, at 6.15, with a connection next day at Posadas for Buenos Aires, and a local from Encarnación to Asunción on Saturdays, at 6.00. Only the International train has sleeping and restaurant cars. Both trains call at all stations. On the international train both food and service is bad. There is much dust and the journey is of small interest to the tourist.

River Steamers : Twice weekly to Buenos Aires (2½ days). Upper Paraguay Line : twice weekly to Concepción and as far as Guarany, bi-weekly to Corumbá. Upper Paraná Line : vessels leave Corrientes for Posadas twice a week in connection with the Buenos Aires services. From Posadas there is a weekly service to the Iguazú Falls.

Tourist Agency : Inter-Express.

Addresses : British Embassy and Consulate : 25 de Mayo 39 (Edificio Seguro Latorre) 1st floor ; U.S. Embassy and Consulate : Calle España, corner S. Miguel ; Bank of London and South America : Palma and O'Leary ; The Royal Mail Lines, agents : La Vencedora S.A., Palma corner Alberdi ; Lamport and Holt Lines Ltd. : 14 de Mayo 57 (1st and 2nd floors).

Cables : Western Telegraph Company's Agent ; Alberto Grillon e Hijos. Pte. Ayala y Mexico, 199.

Hotels : Gran del Paraguay, the best, out of town, in a park, with tennis courts and a night club on Fridays ; Terraza Caballero, in Asunción Bay, with an excellent restaurant ; Asunción Palace, close to the port ; Colonial, in the heart of the commercial area ; Argentina, on tram and bus services ; Felino, Presidente Franco 269. The *Gran Hotel* was the palace in which Lopez lived. The dining room was the private theatre of his mistress, Madame Lynch. The murals are somewhat odd.

Restaurants : La Preferida ; Terraza Caballero (Caballero and Boco del Rio), overlooking the river ; Da Maria ; Mezzogiorno d'Italia (Italian food) ; Gran Hotel del Paraguay.

Night Clubs : Intermezzo ; Ambassador ; Vertúa ; Night and Day ; Felino ; Ali Ba Bá.

Clubs : Centenario ; Unión (roulette and baccarat).

Sports : Football was introduced some fifty years ago, and has become remarkably popular. Almost every town and village in the country has one or more clubs. At the capital the League has about thirty clubs, some with seating accommodation for 8,000 to 15,000 people. In 1953 Paraguay won the South American Championship.

Tennis and horse-racing are popular. There are two rowing and swimming clubs of some 2,000 members, and a motor-boat club with 150 members. Golf and polo are played in the Botanical Garden, and there is a Paraguayan Aviation Club. There are two boxing rings. Fishing and hunting are popular, also basketball, in which Paraguay has won both men's and women's South American Championships.

Business Visitors : Nearly all foreign business is transacted at Asunción ; business men do not generally find it worth while to visit other parts of the country. From May to October is the best time for a visit. Commercial travellers are advised to get a copy of " Hints to Business Men Visiting Paraguay," issued free on application to the Commercial Relations & Exports Dept., Board of Trade, Horse Guards Avenue, Whitehall, S.W.1.

Business Hours at the capital are from 7 to 11 a.m., and 2.30 to 6 p.m. Banks are open from 7.30 to 11.30 a.m., in winter ; 7 to 10 a.m., in summer, and 7.30 to 10.30 a.m., on Saturdays.

Excursions : The Inter-Express Travel Agency offers car tours, with or without guides, round the City and to the Botanical Gardens ; to the old " mission " towns in the area ; and further afield, by plane, to the Iguazú Falls, a flight of 1 hour 15 minutes. Day river trips can be made by launch S to VILLETA (23 miles, 10,000 people), a cotton and tobacco town on the E bank ; or across the river and up the Pilcomayo to see the Chaco and its wild life.

The most popular excursion is inland to **San Bernardino,** on Lake Ypacarai, reached either by road (35 miles) or partly by rail. The lake is 15 miles by 3, and its shores are covered with tropical trees and plants. Many Asunción families live here and the resort is crowded from December through February. AREGUA, on the far shore, is also a resort.

Hotels : Del Lago. **Club :** Nautico San Bernardino.

A trip up the Paraguay to Concepción, about 194 miles above

Asunción is one of the easiest ways of seeing more of the country. The winding river is about a quarter of a mile wide, with many alligators and shoals of vicious caribe fish. There is much traffic on the river, for this is the trade route for all the products of northern Paraguay : cattle, hides, yerba maté, tobacco, lumber and quebracho.

(About 90 miles up the Paraguay river is the small town of Rosario. A 50-mile rough trail runs due east to Primavera, a settlement on 20,000 acres of some 750 European Hutterites living in a "brotherhood." They have been remarkably successful.)

Concepción, (32,556 inhabitants), lies on the east bank. It is not in itself, apart from the life of the streets, a particularly notable town, but it is the trade centre of the north, doing a considerable business with Brazil. Here is the seat of the Bishop for the Chaco. The road to the border town of Pedro Juan Caballero, opposite the Brazilian railhead at Ponta Pora, is being reconstructed, and there is a poor road to Bella Vista, opposite a Brazilian town of the same name. A metre gauge railway runs to Horqueta, 35 miles to the east, a cattle and lumbering town of 10,000 people. Coffee is grown at Pedro Juan Caballero. Concepción is a free port for Brazil.

Hotel : Frances.

Another trip, this time down the river, can be made to **Pilar,** (10,000 inhabitants), 190 miles south of Asunción, opposite the confluence of the Paraguay and the Bermejo, running in from the Argentine Chaco. There are cotton ginning mills, distilleries and sawmills in the town. A road is open to San Ignacio, on the Asunción-Encarnación highway. Hides, cotton, timber and oranges are the main products of the area.

Hotels : Gardel ; Prinquelli.

Other excursions can be made along the two main roads from Asunción : Ruta 2, running E to the Foz do Iguassú ; or Ruta 1, running SE to Encarnación.

Route Two, the Marshall Estigarribia Highway, leaves Asunción past typical markets where Guaraní-speaking women, colourfully dressed and smoking big cigars, offer the local merchandise. At km. 12 is SAN LORENZO, an industrial town with the National School of Agriculture. At km. 20 is CAPIATÁ where there is a fine cathedral with remarkable 16th century sculpture done by Indians under the tutelage of the Jesuit Fathers.

Km. 30, ITAUGUÁ, also on the railway from Asunción, is where the natives make the famous ñanduti, or spiderweb lace. The lace takes numerous forms : table cloths, quilts, mantillas, handkerchiefs, collars. It is made only by women, who work on their frames as they walk, and some of the items take 5 years to complete. The church and the market are worth seeing. At km. 40 a branch road, 50 kms. long, leads off to San Bernardino.

Approaching Caacupé one sees, from the top of a large hill, the cattle plains spread out below. They are dotted with small farms. In the distance is Ypacaraí Lake. One of the farms is run by the Inter-American Service of Agricultural Co-operation. On the far side of the hill, at km. 54, is **Caacupé,** a popular resort and a Paraguayan religious centre with 7,000 inhabitants. Its sights include the beautiful Church of the Blue Virgin of the Miracles. Her day is December 8, when pilgrims come to the town from far and wide.

There are swimming pools in the streams near-by.

Hotel : Gran Hotel Victoria.

Excursions : Poor roads lead to several interesting churches. One is at Tobàti, a tobacco centre 12 miles to the N. At km. 64 beyond Caacupé an unpaved road runs 75 kms. SE to **Piribebuy,** founded in 1640 and noted for its strong native drink, caña. In the central plaza is the church (1640), with fine sculptures, high altar and pulpit. Near the town are the attractive small falls of Pirareta. The road goes on to CHOLOLO (grand views from a hill), and Paraguarí, 22 kms. from Piribebuy. **Paraguarí,** on the railway (10,000 people) is set amongst hills and encircled by streams. Its church, though cruder, is reminiscent of the famous church at Yaguarón. It has a curious bell tower. (Hotels : *Paraguarí* ; *Dominguez*). The road joins Ruta 1 at Yaguarón.

The land unrolls itself : green hills, tobacco, cotton and rice fields, woodland and running streams. At km. 134 CORONEL OVIEDO the road branches : a new road is being built E to the Foz do Iguassú ; the other runs S to join the railway at km. 176 Villarrica.

Villarrica, 110 miles by road or rail from Asunción and 136 from Encarnación, with 27,794 people, is delightfully set on a hill rich with orange trees. It has a splendid Cathedral and a most interesting market. The products of the region are tobacco, cotton, sugar, yerba maté, hides, and the wine produced by German settlers.

Hotel : Internacional.

Ruta One : The other main road from Asunción runs through some of the old mission towns of Misiones to Encarnación, 231 miles away, on the Alto Paraná.

Km. 35.5, ITA, an old village turning out rustic pottery.

Km. 48, **Yaguarón,** set on a river at the foot of a hill in an orange growing district. It has a famous church begun by the Jesuits in 1640 and finished in 1720. The tints, made by Indians from local plants, are still bright on the woodcarvings. Most of Paraguay's petit grain comes from the area. For the by-road to Caacupé see Excursions from Caacupé.

Km. 84, Carapeguá, the northern entrance to Misiones. A road of sorts runs to Paraguarí. There are a few Jesuit remains (often privately owned images) at km. 226 SAN IGNACIO. A road, 156 kms. long runs W to Pilar, already described in a trip down river from Asunción. A famous church at km. 248 Santa Rosa was destroyed by fire in 1883 and little remains. Coronel Bogado, km. 288, is the southern limit of Misiones. The road reaches the Alto Paraná river at km. 331 Carmen del Paraná, 25 miles W of Encarnación, the terminus of the railway from Asunción. The road goes on 28 kms. to **Trinidad,** and another 8 kms. to COLONIA HOHENAU, a thriving German colony. At Trinidad there is a great Jesuit church, now in utter ruin and overgrown with orange trees. Six miles north of Trinidad, at Jesús, are a few Jesuit ruins and there is a glorious church—some say the best Jesuit church in Paraguay—at Tabarangue, a mile away.

Encarnación, a busy port on the Alto Paraná, opposite the Argentine town of Posadas, from which boats sail for the Iguazu Falls. Encarnación has a population of about 40,000. It exports the products of a rich area : timber, maté, tobacco, cotton, and hides. Trains for Buenos Aires are ferried across to Posadas. Encarnación is a modern city, of little interest, architecturally or historically.

Hotel : Suizo.

ECONOMY.

Estates covering 27 million hectares are owned by 1,551 landowners; some 110,876 small farmers occupy 1.9 million hectares, but 85 per cent. of them have no title to their land.

There is little agriculture : of the 40.7 million hectares in the country, or 16.6 million hectares excluding the Chaco, only 400,000 or so are cultivated. (It was only 334,000 hectares in 1943). Agriculture is confined to forest clearings, where the soil is remarkably fertile. In spite of this limitation, the country is normally self supporting save for wheat, of which only 11,000 m. tons is produced to meet a consumption of 65,000 m. tons. It can grow enough sugar, maize, and beans for its own use, and slightly more than enough rice. It has a sufficiency of fruits (oranges, bananas, grapefruit, pineapples), and the German settlers of Colonia Independencía in the Villarrica district supply it with its needs in grapes and wine. The wine harvest is about 700,000 litres. Coffee is now being planted on a large scale in the north-east.

Exports are confined to the few products which can bear the heavy cost of transport and still find a market.

Cotton, timber, quebracho extract, meat products and cattle hides, tobacco, vegetable oils, petit grain and yerba maté are the more regular exports. Paraguay's **cotton** is highly regarded because of its staple length ; it is second only to Egyptian cotton in this. Yields are heavy but the crop suffers from pests : certain ants, locusts, and the pink boll weevil. Production of fibre is 15,000 m. tons. The **tobacco** crop, marketed in four chief grades, is about 10,000 tons, and there is usually a surplus for export. The gathering, preparing and carriage of **yerba maté** for the making of Paraguay tea has meant much to the economy of the country. The drink is made from the leaves of a South American holly, *ilex paraguayensis*, which grows, mostly wild, in the forests of the Paraná plateau and elsewhere. Some 11,540 m. tons are produced, and exports are mainly to Argentina. A very steady if small export is **petit grain,** an essential oil produced from the leaves of the bitter orange and used as a basis for perfumes and flavourings. The **vegetable oil** industry elaborates coconut, castor, tung, cottonseed and peanut. The annual production is about 9,000 m. tons. All tung oil is exported.

Timber and quebracho extract are normally the most important exports. **Timber** is available in unlimited amounts, but little of the forest has been exploited. Lumbermen confine themselves mostly to cutting the kinds of wood used for sleepers on the Argentine railways, but two good saw mills are experimenting with semi-finished products. In the Chaco the only wood cut is the **quebracho,** which is also cut on the Paraná river. Logs are no longer exported ; small, moveable factories, mostly owned by Argentinians, process them for tannin.

Stock breeding has always been one of the staple industries. The number of cattle is estimated at close on 4.4 million. There are herds in all parts of the country, but most of them are in the area N of Concepción and in Misiones (the triangle between the Paraguay and the Alto Paraná rivers). There are three meat packing plants and exports of meat have been important in the past. With the revival of imports of cattle on the hoof from Argentina, and pro-

cessing depends on this, meat exports have partially recovered their pre-war buoyancy, but two of the three packing plants are still virtually closed down. Local consumption has been improved by better administration. Export of cattle hides is still important, though production has fallen.

The most recent census states that there are in the country 353,000 horses, 216,800 sheep and goats, 17,400 donkeys, 6,400 mules, 200,000 hogs, and 45 million poultry.

Minerals : There are deposits of rich iron ores in many parts of the country, but they are not worked. Only limestone, for the making of cement, is quarried. Salt is obtained from Lambaré.

The following table gives the value in millions of dollars of the various exports.

Commodity	1954 Million U.S. $	1954 % of total value	1955 Million U.S. $	1955 % of total value
Timber	11.14	32.8	13.04	37.2
Quebracho extract	4.02	11.8	5.63	16.0
Cotton fibres	6.85	20.2	5.50	15.7
Meat products	2.10	6.2	2.32	6.6
Oleaginous products	3.07	9.0	1.94	5.5
Cattle hides	1.67	4.9	1.41	4.0
Essential oils	1.42	4.2	1.25	3.6
Yerba maté	1.13	3.3	1.28	3.6
Tobacco	.89	2.6	.95	2.7
Fruit	.62	1.8	.57	1.6

The main imports are food, textiles, chemicals, vehicles and spares, machines, engines and motors in general, iron and manufactures, chemical and pharmaceutical products.

FOREIGN TRADE.

	Imports Million U.S.$	Exports Million U.S.$
1953	24.31	25.36
1954	32.88	35.97
1955	28.96	35.10

In 1955 some 18.2 per cent. of the exports were to the U.S.A. The U.S.A. supplied 14 per cent. of the imports and Great Britain 7.

Industries : The few industries produce for local consumption only, with the exception of the saw mills and plants extracting quebracho, petit grain, and vegetable oils. The main national factories turn out textiles from home-grown cotton, which is now ginned. Two mills weave, and two spin, cotton. They consume about 5,400 bales. There is one small rayon weaving mill making 360,000 metres a year.

Flour, cigars and cigarettes, beer and ice, mineral waters, soap, candles, bricks, hats, shoes, furniture, and matches are all produced locally. Rum and alcohol is made from sugar. Production of caña, a popular drink, is controlled by the Government. There is a cement plant making 7,000 m. tons annually.

Most of the **power plants** use wood for fuel. Of the estimated 50,000 kilowatts of installed capacity, most are thermal and only a few hydroelectric, though water potential is estimated at 2,800,000 horsepower.

INFORMATION FOR VISITORS.

How to get to Paraguay :

By Air : (*a*) Flying boats of Aerolineas Argentinas leave Buenos Aires for

Asunción via Rosario, Corrientes and Formosa on Mon. and Thurs., via Corrientes only on Tues. and Fri., via Posadas and Corrientes on Wed., and via Corrientes and Formosa on Sat. They return via Formosa and Corrientes on Mon., via Formosa, Corrientes and Rosario on Tues., and Fri., via Corrientes only on Wed., and Sat., and via Corrientes and Posadas on Thurs. The aircraft leave Buenos Aires at 8.30 a.m. in winter and 7.30 a.m. in summer and Asunción at 7.30 a.m. in winter and 6.30 a.m. in summer, and take from four-and-a-half to six hours.

(*b*) Panair do Brasil at present have a weekly service from London to Buenos Aires *via* Asunción. The aircraft leaves London on Tuesday at 14.00 passing through Paris, Lisbon, Dakar, Recife, Rio de Janeiro, São Paulo, Asunción (arriving 21.00 Wednesday), to Buenos Aires. There is no direct service to London. Flights from Rio de Janeiro to Asunción and Santiago de Chile are once weekly on Mondays arriving Asunción 10.55, and from Santiago de Chile arriving in Asunción 14.15 on Tuesdays. There are also flights between Buenos Aires and Rio de Janeiro *via* Asunción.

(*c*) Braniff International Airways fly between the United States, Havana, Panamá, Guayaquil, Lima, La Paz, Asunción and Buenos Aires, passing through Asunción southbound on Sundays, Tuesdays and Thursdays and northbound on Mondays, Wednesdays and Fridays.

(*d*) Pluna flies from Montevideo to Asunción on Mon., Thurs., and Sat., and the return direction on Mon., Fri., (the plane coming from Bolivia), and Sat.

(*e*) Planes of the Brazilian Real Comapny fly the route Rio-São Paulo-Curitiba-Iguazú Falls-Asunción on Mon., Tues., Fri., and Sun., and the return route on Mon., Tues., Wed., and Sun. It flies the route Rio-São Paulo-Corumbá-Asunción on Tues., and Sat., and the return route on the same days. It flies Buenos Aires-Montevideo-Asunción on Mon., Thurs., Sat., and the reverse route on Wed., Fri., and Sun.

(*f*) Lloyd Aereo Boliviano flies La Paz-Cochabamba-Santa Cruz-Asunción Thurs./Fridays, and the opposite direction on Thurs.

(*g*) Internal: Transportes Aereo Militar fly from Asunción to Encarnación on Tues., Fri., and Sun., and the reverse route the same days.

From Argentina: By River: The Cía de Navegación Fluvial Argentina, Av. Corrientes 389, Buenos Aires, runs regular passenger services from Buenos Aires up the Paraná River to Asunción and ports on the Paraguay and Alto Paraná rivers. It takes 4 days by river from Buenos Aires to Asunción, and 3 days to return.

By Rail: The international rail route from Buenos Aires to Posadas is given on page 156. At Posadas the train is ferried across the Alto Paraná to Encarnación, from which there is a line to Asunción. The total length of 938 miles is done in 3½ days.

Adding the cost of meals on the train, the fare works out at much the same as by boat. Travellers who want to see as much of Paraguay and Argentina as possible are advised to go to Asunción by train and return by steamer.

From Brazil: By River: The headwaters of both the Paraguay and the Alto Paraná are in Brazil, and both rivers can be used to enter or leave Paraguay. There are boat services from Asunción northward along the Paraguay river to Porto Esperança, Brazil (from which there is a railway to São Paulo), and to Corumbá (760 miles), which is connected by air with Bolivian and Brazilian cities.

São Paulo is also connected by rail (560 miles) with a river port on the Alto Paraná: Presidente Epitacio (Porto Tibirica). About 260 miles south by boat are the Sete Quedas, or Guaíra Falls, on the Paraguayan border. A railway line skirting these falls brings the traveller to Porto Mendes, from which boats can be taken to Posadas (rail to Asunción), or Corrientes (boat to Asunción). The distances and discomforts are formidable.

From Britain: By boats of Royal Mail Lines and other shipping lines or else by aeroplanes to Rio de Janeiro, Montevideo, or Buenos

Aires, and on to Paraguay by one of the routes given above. Lamport & Holt Lines have a direct cargo boat service between Liverpool and Asunción.

From Hamburg, Rotterdam, and Antwerp : The Rotterdam-Zuid Amerika Lyn has a monthly direct service from these ports to Asunción.

From the U.S.A. : By boat to Rio de Janeiro or Buenos Aires, and on to Paraguay as above ; or by Braniff to Asunción ; or by Pan American Airways to Lima and La Paz.

Tourist Information : There is a Consejo Nacional de Turismo at Asunción. Another fruitful source of information, particularly about the roads, is the Paraguayan Touring Club, Calle Presidente Franco 191, Asunción.

Passport : The entry requirements are a passport, duly visaed by a Paraguayan Consul : certificates of health and of vaccination and inoculation against typhoid and smallpox, preferably in Spanish, are needed. Those who enter from the Argentine and intend to return by the same route should obtain a re-entry visa at Buenos Aires before leaving. Visitors should present their documents to the Immigration Authorities on the day they arrive, and call for them next day. A visitor cannot stay longer than 6 months. An exit permit should be applied for a day or two in advance.

Currency : The Guaraní (plural Guaraníes) is the unit of currency. The Guaraní is symbolised by the letter G (crossed). It is divided into 100 centimos. There are no gold or silver coins, but there are nickel, bronze, and aluminium coins of 1, 5, 10, 25, and 50 centimes, and paper notes for 1, 5, 10, 50, 100, 500, and 1,000.

The free rate is G117.00/117.85 to the U.S. dollar, G319.82/326.22 to the £ sterling. (30/1/1957).

Imports are divided into five groups according to how essential they are, and are permitted entry at varying rates of exchange.

Weights and Measures : The metric system is used.

PUBLIC HOLIDAYS.

Jan. 1 : New Year's Day.
February 3 : San Blas.
March 1 : National Defence Day
Thursday and Good Friday.
May 1 : Labour Day.
May 14, 15 : Independence Days
June 12 : Peace Day.
August 15 : Founding of Asunción.
September 29 : Victory Day.
October 12 : Colombus Day.
November 1 : Saints' Day.
December 8 : Immaculate Conception.
December 25 : Christmas Day.

Postal and Telegraph Services : For ordinary and air postal rates from Britain to Paraguay, see page 28. An automatic telephone service links Asunción with Villarrica, Encarnación and Buenos Aires. There is a radio-telegraph service between Asunción and Buenos Aires, Montevideo, and Rio de Janeiro, besides several internal radio-telegraph services. International long distance telephone calls are all routed through Buenos Aires.

Telephone calls can be made from the United Kingdom to Paraguay between 1 p.m. and 7 p.m. daily (G.M.T.). The minimum charge is £3. 15s. for a three minute call. Communication is bad.

PRESS.

Asunción :—" El Pais," " La Tribuna," " Gaceta Oficial," " La Union." At **Concepción :**—" El Correo del Norte."

Climate : What to Wear : The weather is sub-tropical, with a marked difference between summer and winter. Summer (Dec. 21-March 21), is hot. Temperatures range from 77° to 104°F. Men and women wear light white clothes. The autumn (March 21-June 21) is mild, but nights are cold. Light sweaters, coats and raincoats are needed. During winter (June 21-Sept. 21) the temperature falls to between 41° and 68°F. Temperatures below 32°F are rare, occur only at night, and it never snows. This season demands heavier clothes, with woollen underwear, and an overcoat for the evening. The best time for a visit is the spring (Sept. 21-Dec. 21), when the temperature ranges from 68° to 95°F, but nights are still cold. The heaviest rains are in December and March, but some rain falls each month. The average year at Asunción has 79 rainy, 72 cloudy, and 214 clear days.

What to Buy : The famous ñanduti lace, made exclusively by the women of Itauguá (see " Route Two."). The local jewellery is also attractive. Handmade " Ao-Poi," (fine cloth) is suitable for blouses, and there are Indian cotton tread belts for men and women in all colours. Tourists are often attracted by the leather articles, the pottery and small wooden articles made from fine Paraguayan woods. All these are exhibited, and sold, at the Inter-Express Travel Agency's shop, Galeria del Turista.

Health : Tuberculosis creates the greatest ravages, while minor epidemics of malaria, typhoid, dysentery, and occasionally small pox occur. Hookworm is the most common disease in the country, while there is also a considerable amount of venereal disease, goitre and leprosy. Visitors should certainly be inoculated against typhoid, para-typhoid and smallpox, and take extreme care over such things as salad and drinking water. Even at Asunción there is as yet no central water supply and no modern sanitation.

Cost of Living : Hotels : The Cost of living is rising. The general index for a worker's family (1938 = 100), was 7,910 for March, 1955, and 7,834 for Sept., 1955. The hotels at Asunción and San Bernardino are adequate, but not luxurious : elsewhere they are more primitive, if a good deal cheaper. Rates at Asunción, with bath and meals, range from G350 to G500 a day. Accommodation on the steamers plying on the two great rivers is much better than at the provincial hotels.

Tips are not included in the bills but are voluntary. It is usual to give about 10 per cent.

Bank : The Bank of London & South America, Ltd., has a branch in Asunción at Palma and O'Leary : Telephones 4358/4359.

Travel in Paraguay : By Rail : There are 309 miles of public railways, and 455 miles of private industrial lines, mostly forest lines of metre gauge or narrower, operated by companies trading in forest produce. The Ferrocarril del Norte has 35 miles of Govt. line, metre gauge, between Concepción and Horqueta. But the only important line is the standard gauge railway, 274 miles long, between Asunción and Encarnación. This, part of the rail route to Buenos Aires was begun in 1854, and is therefore one of the oldest of the

South American Railways. Besides the international trains, there are more frequent but less comfortable services, particularly to the small towns near Asunción.

Roads are on the whole primitive. The main ones are shown on the map. Information about the state of the roads can be got from the Paraguayan Touring Club, at Asunción.

River boats are by far the most pleasant way of travel in Paraguay. The Paraguay and the Alto Paraná rivers join just above Corrientes, the steamer centre for travel in the region. The Paraguay is navigable above Corrientes for 12-foot draft vessels as far as Concepción, and for smaller vessels for a further distance of 600 miles northward to Corumbá, in Brazil, and even several hundred miles further to Cuiaba, the capital of the Brazilian state of Mato Grosso. There are frequent services between Asunción and Concepción, and less frequent services to the river ports beyond. The Lloyd Brasileiro line has a mixed cargo and passenger service from Montevideo to Corumbá. No call is made at Buenos Aires but a day or two are spent at Asunción.

Connections are made by vessels plying on the Alto Paraná with vessels plying between Asunción and Buenos Aires at Corrientes. A vessel leaves Corrientes twice weekly for Posadas. A weekly vessel leaves Posadas for Puerto, Iguazu, and another for Porto Mendes. Puerto Iguazu, on Argentine territory at the confluence of the Iguazu river with the Alto Paraná, is eleven miles from the famous Iguazu Falls (see the Argentine section). Porto Mendes is a few miles below the Guaíra (or Sete Quedas) Falls. A 38-mile railroad from Porto Mendes circumvents these falls, and the journey may be continued by boat to Presidente Epitacio (Porto Tibirica), the railhead for São Paulo.

Boats of a few hundred tons capacity navigate the tributary rivers, the largest of which are the Tebicuary, south of Asunción; the Manduvira, Jejuy, and the Aquidaban rivers, north of Asunción.

Internal Air Services are flown by the nationalised Lineas Aereas de Transportes Nacionales (LATN). It flies round trips from Asunción which cover the country effectively. A passenger airline, Transporte Aereo Militar (TAM), also flies internal services. La Real Brazileña flies between Asunción and Encarnación.

Representation in Britain: The Paraguayan Embassy in Britain is at 51b Cornwall Gardens, London, S.W.7. The Ambassador is Rear-Admiral Don J. Wenceslao Benites.

There is a Paraguayan Consulate at 28 Kelvin Grove, Princes Park, Liverpool 8.

The British Embassy in Paraguay is at Asunción, with offices at 25 de Mayo 39, (Edificio Seguro Latorre). Telephone 9146. The Ambassador is Mr. J. W. Wall. The Consulate General is at the same address.

The United States is represented by an Embassy and Consulate at Asunción.



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IMPORT — EXPORT

PERU—LIMA, CALLAO, PIURA, TRUJILLO, ICA, AND AREQUIPA.

CHILE—SANTIAGO, VALPARAISO, CONCEPCION, ANTOFAGASTA, IQUIQUE, COQUIMBO, CALERA, CHILLAN, TALTAL, VALDIVIA, TEMUCO, OSORNO, PUERTO MONTT, AND PUNTA ARENAS.

PERU

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PERU (530,000 square miles), third in size of the South American countries, is as large as Spain, Portugal, Belgium, Holland and Switzerland together, but its surface presents formidable difficulties to human habitation. The five European countries have a density of 80 to the square kilometre ; Peru has only 7. The whole of its western seaboard with the Pacific is desert on which rain seldom falls. From this coastal shelf the Andes rise steeply to a high Sierra which is studded with massive groups of soaring mountains and gouged with deep canyons. The plateau slopes eastwards : the mountains in its eastern zone are deeply forested and ravined. At the foot of these mountains and eastwards lie the vast jungle lands of the Amazonian basin. Over 8 million people live in this difficult terrain, and half of them are either Indian or predominantly Indian.

The **coastal area,** a narrow ribbon of desert 1,400 miles long, is a ninth of the country and holds 27 per cent. of the population. Fifty-two rivers flow from the mountains to the Pacific, but 10 only have water in their beds the year round. When irrigated, the sands are extremely fertile ; 550,000 hectares are watered to-day, creating 40 oases which grow cotton in the N and centre, sugar-cane and rice in the N, and grapes, fruits and olives in the S. Petroleum comes from the N and guano from islands off the coast. This desert is the economic heart of Peru ; it contains two of the three largest cities in Peru : Lima and Trujillo ; it consumes most of the imports and supplies most of the exports. The climate is determined by the presence of cold sea-water allied with desert which characterizes all the continents between latitudes 20° and 30°. The prevailing inshore winds over the cold Peruvian current pick up so little moisture that it condenses only from June to October inclusive, in a blanket of cloud and sea-mist from the S to about 125 miles N of Lima. This *garua* dampens a belt of land some 2,000 feet wide along the slopes of the Andes. Enough grass springs up to feed animals, and these *lomas*, as they are called, are grazed by livestock driven down from the mountains. The Peruvian Coastal Current teems with fish, the basis of a great and growing industry. An astound-

ing number of predatary birds feed on them ; the abundant excrement of the birds provides 294,000 tons a year of guano to fertilize the oases. At rare intervals, around Christmas, a current of warm water is blown S from the equator over the cold off-shore waters ; the surface temperature rises ; evaporation is great ; the desert is deluged with rain which creates much havoc, the fish migrate and the birds die in billions.

The **Sierra,** at an average level of 13,000 ft., contains 33 per cent. of the land and 60 per cent. of the people. This high-level surface of gentle slopes is surmounted by towering groups and ranges of high peaks. Ten are over 20,000 ft. ; the highest, Huascarán, is 22,180 ft. There are a number of volcanoes in the S. The continental divide is the western rim of mountains looking down on the Pacific. Rivers which rise in these mountains and flow towards the Amazon, criss-cross the cold and freezing surface of the plateau with canyons, sometimes 5,000 feet deep, in which the climate is tropical. Pastoral farming is possible on about 32 million acres of the plateau ; agriculture can only be practised in the deeper valley basins.

The plateau and the mountains and canyons are inhabited mostly by Indians, the descendants of the Incas. There are 5,000 Indian communities, but densely populated settlements are few and far between. They rarely own land where the soil is good, grow little more than they consume, and live on a subsistence basis, producing all their needs save salt, the coca they chew with a mixture of lime, and the cheaper textiles. The only pastoral product exported is wool, and wheat is the only product which enters the internal market in any quantity. The Indians live a marginal economic, sociological and cultural existence. Half of them cannot speak Spanish. There are, in short, two sharply contrasted and imperfectly integrated Perus : the productive and effective coastlands and the economically comotose uplands.

A small Indian labour force of about 32,000 is engaged in mining, and mineral exports from the Sierra are about 19 per cent. of total exports. The minerals are often mined at heights up to 17,000 ft. Many of the agricultural areas are at altitudes ranging from 9,000 to 14,000 feet. The importance of the Andean Indian becomes apparent when we consider his untransferable power over the mineral and agricultural wealth of the uplands : he alone, by virtue of his physical adaptation to great altitudes, can make them available.

The climate of the highlands is varied : the W side is dry, but the northern and eastern half of the area receive very heavy rains from October to April, and are heavily forested up to a limit of 11,000 feet : in this area the grasslands are between the forest line and the snowline, which rises from 16,500 ft., in the latitude of Lima to 19,000 ft., in the S. Most of the Sierra is covered with grasses and shrubs, with Puna vegetation (bunch grass mixed with low, hairy-leaved plants) from N. of Huaras to the S.

The wide areas of high and wind-swept Puna in S Peru are above the limit of agriculture, but the Indians use it for grazing llamas and alpacas and sheep. It cannot support cattle. The pastoral Indians of the Puna, living off their flocks, are large growers of alpaca and llama and sheep wools for the market at **Arequipa** and for export. They weave their clothes from the wools, eat the meat of their flocks, use their dried dung for fuel and the llamas for transport. They are, in

short, almost entirely self-supporting.

The further away from the equator, the higher the annual range of temperature. There is a range of 7° at Cuzco, a wider range between day and night, and a startling difference between sun and shade. It freezes in the higher altitudes all the year round.

The **Montaña,** embracing the forested eastern half of the Andes and the land beyond covered with tropical forest and jungle, is 60 per cent. of the country's area but holds only 13 per cent. of the population. Its inhabitants are crowded on the river banks in the cultivable land—a mere 200,000 hectares. The few roads which have penetrated the region from the Sierra (they are given in the text), have to cope with dense forest, deep stream valleys, and sharp eastern slopes ranging from a mere 7,000 ft., in the N to 19,000 ft. E of Lake Titicaca. Rivers are the main highways in the region, though navigation is hazardous and the draught of the vessels small. The area's potential is enormous : immense reserves of timber and forest products, excellent lands for the production of rubber, jute, rice, tropical fruits and coffee, and the breeding of cattle. One of its oil deposits is being tapped at Ganzo Azul and used locally. Few of its products come out by road to the W ; most of them converge by river on Iquitos, which is 7,000 miles from Callao *via* the Panamá Canal but only 1,200 as the crow flies.

Peru is now beginning to exploit the area. A railway is being built to Pucallpa and the Le Tourneau organisation is clearing a million acres for colonisation to the W of the confluence of the Ucayali and Pachitea rivers.

Communications are all important in integrating three such diverse areas as have been described. Much has already been done for the coastlands and the Sierra. Several roads and two railways run up the slopes of the Andes to reach the Sierra. These railways, both British owned, penetrate from Lima in the centre and the ports of Matarani and Mollendo in the S. There are in all 2,000 miles of railway. The system of roads is centred on the Pan-American Highway which runs N-S through the coastal desert and sends a spur NE into the Sierra through Arequipa to Puno on Lake Titicaca and skirts the lake to Desaguadero, on the Bolivian frontier : a total of 2,121 miles. Both roads and railways are given in the text and shown on the sketch maps.

History : We have but hazy and barely dateable information as yet about the Chavin civilization which rose in the coastal areas from Pisco in the S to Piura in the N from the 3rd to the 7th centuries. From this was derived, during the 7th, 8th and 9th centuries, the Nasca-Paracas culture of the S (see under Nasca), the more primitive culture around Lima in the centre, and the Mochica culture in the N, characterized by realistic painting on pottery, by exquisite textiles, sculpted wood and worked metals. The southern, artistically a more abstract culture, seems to have spread into the Sierra and there given rise to the Classical Tiahuanaco culture, whose great monument is the ruins of Tiahuanaco, E of Lake Titicaca. This culture seems to have dominated the coast from the 10th to the 13th century, but neither the Ica culture in the S, nor the Chimu culture in the N were as effective artistically as they had been in the same areas from the 7th to the 9th centuries. In the meantime, possibly towards the end of the 11th century, the Incas had begun to rise in the Cuzco basin. (Their civilization is briefly described under Cuzco). A short time before the Spaniards arrived it was being ruled from Cuzco by the Sapa Inca Huascar and from Quito by his half-brother Atahualpa. When Francisco Pizarro and Diego de Almagro landed a derisory force in Peru in 1532 Atahualpa, no doubt anxious for allies, allowed them to reach the Sierra. Pizarro's only chance against the formidable imperial army he encountered at Cajamarca was a bold stroke. He drew Atahualpa into an ambush, slaughtered his guards, promised him liberty if a certain room were filled with treasure, and when this was done, butchered him.

Pushing on to Cuzco, he was at first hailed as the executioner of a traitor. Panic followed when the conquistadores set about sacking the city.

A mountain capital was useless to the sea-going Spaniards, and in 1535 Pizarro founded Lima, near the ocean. The same year Almagro set out to conquer Chile. Disillusioned, he returned to Peru, quarrelled with Pizarro, and in 1538 fought a pitched battle with Pizarro's men at the Salt Pits, near Cuzco. He was defeated and put to death. Pizarro, who had not been present, was assassinated in his palace at Lima by Almagro's son three years later.

For the next 27 years each succeeding Viceroy, some of whom died violent deaths, sought to subdue the Indians still in revolt and to placate the fierce Spanish factions. The cruel and ruthless Francisco de Toledo (appointed 1568) solved both problems during his 14 years in office. For the next 200 years the Viceroys followed closely his system, if not his methods. The Major Government—the Viceroy, the High Court (Audencia), and corregidores (administrators)—ruled through the Minor Government—Indian chiefs put in charge of large groups of natives : a rough approximation of the original Inca system. The Indians were increasingly Christianised, and correspondingly exploited ; they rose in a body against their masters in 1780, under the leadership of Tupac Amaru II. He and many of his lieutenants were captured and put to death, under torture, at Cuzco. Another Indian leader in revolt suffered the same fate in 1814. But this last flare up had the sympathy of a dissident group amongst the Spanish themselves : the growing body of Creoles—or Spaniards who had been born in the new world. As elsewhere in Latin America, they resented their inferior status to the Spaniards born in Spain, the refusal to give them any but the lowest office, the high taxation imposed by the home government, and the severe restrictions upon trade with any country but Spain. Help came to them from the outside world : José de San Martín's troops, conveyed from Chile under the protection of Lord Cochrane's squadron, landed in southern Peru on September 7, 1820. San Martín proclaimed Peruvian independence at Lima on July 28, 1821, though most of the country was still in the hands of the Viceroy, La Serna. Bolívar, who had already freed Venezuela, Colombia and Ecuador, sent Sucre to Bolivia where, on May 24, 1822, he gained a victory over La Serna at Pichincha. San Martín, after a meeting with Bolívar at Guayaquil, mysteriously left for Argentina and a self-imposed exile in France, whilst Bolívar and Sucre completed the conquest of Peru by defeating La Serna at the Battle of Junín (August 6, 1824) and the decisive Battle of Ayacucho (December 8, 1824). For two years there was a last desperate stand at the port of Callao by the Spanish troops before they capitulated. Bolívar was invited to become Dictator of Peru, but left for Colombia in 1826.

The governing class was a small exclusive body of Creoles, and between 1826 and 1908 each President tried to rule dictatorially : 11 were deposed, two shot and one killed in civil war. Important events were a temporary confederation forced upon Peru by a Bolivian, General Santa Cruz (see history of Bolivia) ; the Peruvian Spanish War (1864-1879), though actual conflict lasted only a few months ; and the War of the Pacific (1879-1883). in which Chile defeated Peru and Bolivia in a contest for the rich nitrate fields. A long standing legacy of this was the Tacna-Arica dispute which was not settled until 1929. A year later revolution ended the regime of the dictator Leguía, who had ruled, with an interruption of seven years, since 1908. In 1932 the new President, General Sánchez Cerro, was assassinated after a brief and undeclared war against Colombia over the miserable little river port of Leticia. But by now Peru's teething troubles were over : to her, as to other nations, increasing prosperity was bringing tranquillity.

The **population** increased nearly 3 millions between 1940 and 1953. Of to-day's population of 8,949,546, about 12 per cent. are of European origin, and mostly from Spain : this is the ruling class. Some 33 per cent. are mestizo, and 5 per cent. are Negroes, Japanese or Chinese. Half the population consists of Indians, and most of the mestizos are strongly Indian.

The present **constitution** is that of 1933, as amended in 1939. Legislation is vested in a Congress composed of a functional Senate of 40 members, and a Chamber of Deputies of 140 members ; both are elected for six years, and one-third of the members are renewed every two years by general election. Men and women over 21 who can read and write are eligible to vote ; registration and voting is compulsory until the age of 60. The President, to whom is entrusted the Executive Power, is elected for six years and may not be re-elected until after one Presidential term has passed. He exercises his functions through a Cabinet of 12 members granted power by him, and is advised by an Economic Council of some 50 members, all of whom are specialists.

GOVERNMENT

President : Dr. Manuel Prado.

Foreign Affairs, Chairman of Cabinet ..	Dr. Manuel Cisneros Sánchez
Interior	Dr. Jorge Fernández Stoll
Finance	Dr. Juan Pardo Heeren

There are nine other ministries.

Peru's 24 Departments are divided into 140 Provinces, and the Provinces into 1,321 districts. Each Department is administered by a Prefect and each Province by a Sub-Prefect. The Departments are represented in Congress by Senators and the Provinces by Deputies. The executive agency for the Departments is the Prefecture, which exercises direct authority over the police and local troops.

There are 12 judicial districts in which justice is administered by superior and minor courts. There is a Supreme Court at Lima whose judges are chosen by Congress.

The official religion is Roman Catholicism, but the Constitution guarantees complete religious freedom. Churches and convents are protected by the State. Lima is the seat of an archbishop, under whom there are 13 bishops. Civil marriage is obligatory and absolute divorce was established in 1930.

Elementary **education** is free and compulsory for both sexes between the ages of 6 and 14. Free secondary education is given at more than 114 State schools. There are private secondary schools and private elementary schools.

There are four State Universities and a Catholic University comprising all faculties.

Social security and labour legislation include, for the workers, paid holidays ; an 8-hour day and 45-hour week ; extra pay for Sunday, holiday and night-shift work ; special protection for women and children ; and the right to unionise. Social insurance covers illness (medical attention, hospital, maternity, and medicines), disability, old age, and funeral expenses. Employers are held responsible for expenses arising out of accidents and their sequels. Employees have the same benefits as the workers, but when they are dismissed they are entitled to 30 days' pay for each year employed as against the worker's 15 days' pay.

CITIES AND TOWNS.

Passengers coming to Peru by sea usually land at Callao and make for Lima (8 miles). The distant towers of its churches and skyscrapers are visible as the vessel enters harbour. Callao handles 75 per cent. of the nation's imports and some 20 per cent. of its exports.

Callao's maritime terminal, or inner harbour, covers 250 acres and the largest steamers go alongside. Population, 120,000, mainly workers. San Lorenzo island, a submarine and naval station, protects the roadstead from the S. Inland stretches the green Rimac valley. It is a commercial town with no architectural beauty. Lima is reached by road (twenty minutes by car), and tramway. Passengers are expected to be on board half-an-hour before the vessel's departure. "The Club," the oldest English Club on the W Coast, is at Pasaje Ronald, Constitución Street, Callao.

History : Drake and others raided it in the 16th century. Earthquake wiped it out in 1746. On the night of November 5, 1820, Lord Cochrane boarded and captured, after a bloody fight in which he was wounded, the Spanish frigate "Esmeralda." The Real Felipe fortress (1774), last stronghold of the Royalists in S. America, withstood a siege of two years and finally gave in, after terrible sufferings in 1826. The garrison, commanded by Rodil, was allowed to sail for Spain with full military honours. The fortress now houses a regiment. The Military Museum is in the old barracks. The railway to Callao, opened May 17, 1851, was the first in S America.

Leading Restaurants :—The Salon Blanco, in the Pasaje Ríos ; El Chalaquito, Calle Constitución ; Grill Callao, adjoining the parish church in the Plaza San Martín ; the restaurant España in Gálvez Street, leading out from the Plaza San Martin ; and the Chinese restaurant, "Canton," in Saenz Peña. There are a number of reliable bars in the Pasaje Ríos and Calle Constitución.

Fares to and from Lima :—Taxi (price must be arranged with the chauffeur), about 12 soles for two, and 15 for more than two. Tram cars (every five minutes) ; return fare 150 centavos, single fare 75 centavos. Omnibus : single fare 70 centavos.

Tram fares are doubled after midnight.

Steamers :—Besides ocean sailings to all parts there are local steamers N and S every week. P.S.N.C. fortnightly service N and S. Grace Line has a weekly service between New York, Callao and Valparaiso. The Cia. Real Holandesa de Vapores maintains a fortnightly service between Cristóbal and Valparaiso. Local coastwise services by the C. P. V. and the Compania Sud-Americana de Vapores.

Addresses :—British Vice-Consulate, Daniel Nieto 186.

Cables :—All America Cables & Radio, Inc., Pasaje Ronald y Constitución 258. The West Coast of America Telegraph Co., Ltd. (British), Calle Daniel Nieto 196.

The Naval School is at **La Punta,** just beyond Callao, served by direct electric trams through Callao from Lima. La Punta is on a spit of land stretching out to sea ; fashionable bathing beach but water is cold. Facing Callao Bay is a Yacht Club with a first-class restaurant. The restaurants *Riviera Palace* and *Miramar* are open only in summer.

Lima, capital of Peru, was from its founding in 1535 until the independence of the South American republics in the early 19th century, the capital of Spanish South America. "Amidst the woe and destruction which Pizarro and his followers brought on the devoted land of the Incas," wrote Prescott, "Lima, the beautiful City of the Kings, survives as the most glorious work of his creation, the fairest gem on the shores of the Pacific." The wide and fertile plain on which Lima stands slopes gently to the sea. The Andes, whose high crest is within 100 miles, send their foothills almost to the gates of the City. Lima, built on both sides of the Río Rimac, lies at the foot of the Cerro San Cristobal. Prescott wrote when the City was still a pure enchantment of colonial buildings and dwellings : one of the most gracious cities on earth. But since that time its population has grown from less than a hundred thousand to 1,000,000—Lima is now the fifth largest city in South America—and from amongst the beautiful buildings and dwellings that still survive, soar many tall skyscrapers which have changed the old sky line out of recognition.

Half of the town dwellers of Peru now live in Lima and Callao. Greater Lima contains between 12 and 13 per cent. of the country's total population.

The old town was built in the shape of a triangle, and the streets run straight and intersect at right angles. In the older part the way the streets are named may confuse the visitor. Each block has the name it bore during colonial days. Several blocks make up a long street—a jirón—and the jirón is given the name of one of Peru's Departments or cities. The visitor is greatly helped by the corner signs which bear, above, the name of the jirón, and below, the name of the particular block.

Wandering about the City one still finds many of the old plazas ; and the Spanish-style balconies still give a charm to the streets, a charm affirmed by so many of the churches and convents.

Only 12°S of the equator, one would expect a tropical climate, but Lima's is singularly mild and pleasant. The temperature does not fall below 50°F., and does not rise above 80°F. And it never rains : or hardly ever. From June to October, there is fog and Scotch mist—the *garua*—and this wets the ground. Umbrellas are not necessary.

History : Pizarro founded the City of Kings on January 18, 1535, and on the same day laid the corner stones of both the Cathedral and the Palace of the Viceroys. The 117 blocks of the city were presented to various captains. The following year the city was beseiged by the Incas, who were repelled. Six years after its founding Almagro's son murdered Pizarro at the palace on July 26, 1541 : the young man himself died soon after. There was much dissention between Spaniard and Spaniard and war between Spaniard and Inca until, in 1568, Francisco de Toledo came out to rule as Viceroy. From that date Lima became firmly established as the seat of the

administration and of the religious, political, and legal bodies in Peru. The University of San Marcos had been founded in 1551, and the first printing press in South America established soon after. The first theatre opened in 1563. The Inquisition was created in 1570 and was not abolished until 1813. For some time the Vice-Royalty of Peru embraced Colombia, Ecuador, Bolivia, Chile and Argentina. The rapidly growing city was made glorious by some of the best colonial building in South America. Its wealth attracted many freebooters and in 1670 a protecting wall, 7 miles long, was built round it. The wall was demolished in 1869.

Lima's power was at its height during the 18th century. There were few cities in the old world which could rival the wealth of its men or the luxury of its women. Lima was rich enough and strong enough to repel all comers, but it had no armour against the new libertarian ideas harrowing the old world and infecting the new, and the arrival of San Martín on July 9, 1821, put the Viceroy to flight ; he was never to return. It was only comparatively recently, with the coming of industry, that Lima began to change into what she is today.

The heart of the city, at least in plan, is still what it was in its great days. A single block S of the Río Rimac lies the Plaza de Armas ; the Desamparados Station of the Central Railway is quite near. Most of what the tourist wants to see is in this area. The newer parts of the City are based on the Plaza San Martín, 5 blocks S. Half-a-mile due S of this again is the circular Plaza Bolognesi, from which many great Avenidas radiate, sometimes diagonally. These plazas are the three keys to the City.

Sightseeing : The Lima terminal of the tramways is at the end of what is generally known as La Colmena (Avenue Nicolas de Piérola, to use the official name), facing the Plaza San Martín and with the Hotel Bolivar on the left. This is also a convenient halting place for those who travel by taxi on a sightseeing trip. After descending from the tram or taxi and on turning to the left, the visitor enters the Jirón de la Unión, which is to Lima what Fifth Avenue is to New York. It is the main shopping street, and in the first two blocks there are several shops devoted to souvenirs and curios, which may be had at reasonable prices. The Jirón de la Unión runs in five blocks to the Plaza de Armas, usually the main objective of visitors on their first visit to Lima.

Around the great Plaza stand the President's Palace, the Cathedral, the Archbishop's Palace, the City Hall and the Unión Club. Running along two sides are arcades with shops : the old stone ones were replaced in 1954, but they still bear the same names : Portal de Escribanos, Portal de Botoneros. In the centre is a bronze fountain which has been there since 1650.

The **Palacio de Gobierno** (Government Palace), built 1938, on the site of and with some of the characteristics of Pizarro's Palace. See the Salon Dorado and the Sala de Pizarro, if you can get in. The **Cathedral** has been partly reconstructed several times. See the splendidly carved stalls, (mid-17th century) ; the silver covered altars ; the small chapel in which are Pizarro's shrivelled remains in a glass coffin ; and mosaic-covered walls bearing the coats of arms of Lima and Pizarro and an allegory of the " Thirteen Men of Gallo." The Archbishop's Palace was rebuilt in 1924. The **Municipalidad de Lima** (City Hall), built 1945—a magnificent building containing a picture gallery. Between the Archbishop's Palace and the Palace of Government is a 3,000 square metre Plazuela ; a statue of Marshal Ramón Castillo—the President who built Peru's first railway—is to be erected there ; this balances the similar site at the western end of the facade of the Government Palace on which now stands the equestrian statue of Pizarro, formerly in front of the Cathedral : the original

statue, of which this is a copy, is at Trujillo, Spain.

Four notable churches quite near the Plaza de Armas : La Merced, Santo Domingo San Francisco, and San Pedro. Basilica of **La Merced** and its Monastery are in Plazuela de la Merced, Jirón de la Unión, two blocks from the Plaza de Armas. The first mass was said in Lima where La Merced now stands. Very fine colonial facade. See the choir stalls and the vestry's panelled ceiling.

Patriots of the Independence gathered in the Monastery to make the Virgin of La Merced a Marshal of the Peruvian army. **Santo Domingo** is in Jirón Camaná (first block)—a lofty church of some grandeur built in 1549. In an urn in one of the altars are the remains of Santa Rosa de Lima, (1586-1617) the first saint of the new world : August 30 is her day. Pope Clement presented, 1669, the alabaster statue of the Saint in front of the altar. The University of San Marcos was at the Monastery for the first 20 years of its existence, from 1551 to 1571. The main hall has some interesting relics. **San Francisco,** in first block of Jirón Lampa, a baroque church with Arabic influences, finished 1674. See carved " Silleria Coral," (1622) gold monstrance set with jewels made in Cuzco (1671), and Surbaran's paintings (1672). The Monastery (males only) famous for Sevillian tilework and panelled ceilings in the cloisters (1620). Library has 20,000 volumes. Catacombs under church and part of Monastery re-discovered 1951. The baroque Church of **San Pedro,** third block of Jirón Ucayali, finished by Jesuits in 1638. Marvellous altars ; rich gilded wood carvings in choir and vestry. Several Viceroys buried here ; bell called La Abuelita (the grandmother), first rung in 1590, tolled the Declaration of Independence.

Near San Pedro, on Jirón Ucayali, is **Torre Tagle Palace,** city's best surviving specimen of colonial architecture : a Sevillian mansion built in 1735. Now occupied by Foreign Office, but visitors allowed to enter courtyards and to inspect fine wood carving in balconies and the wrought iron work. Visiting hours, 1—3.

Short taxi ride across the Río Rimac to see Monastery of the Barefooted Brethren (Descalzos) and Palace of La Perricholi, now a museum. The Puente de Piedra, behind Presidential Palace, is a Roman-style stone bridge built 1610. Hundreds of thousands of egg whites were used in its mortar to make a better binding. La Perricholi—real name Miquita Villegas—was a beauty, wit, actress, and mistress of Viceroy Amat (1761-1776). Legend he installed her in this mansion, but the house Viceroy built for her was torn down in the last century. She has inspired plays and many books, best known of which is " The Bridge of San Luis Rey." If time permits, drive to top of hill which overhangs Lima—the Cerro San Cristobal—for view, and a good place to reflect on the changing skyline of Lima.

For the Lima skyline is changing very rapidly. The large square 12-storey building of the Ministry of Finance faces Avenida Abancay. Almost opposite it is the modern National Library, and behind the library, the old church of San Pedro. A new University City to which the old university of San Marcos will be moved is going up between Lima and Callao. The Administration Centre is a skyscraper of 16 storeys. A Social Insurance Hospital for Employees with twelve floors is going up on Avenida Salaverry. The 22 storeys of the new Ministry of Education, facing Parque Universitario, at the corner of Av. Abancay, makes it the tallest building in Lima. The Ministry of Labour and Indian Affairs on Av. Salaverry corner of Calle Morales Bermudez, is comparatively insignificant : merely 12 storeys. Opposite the Tacna Theatre, on Av. Tacna, is the 14-storey Málaga Santoballa building. The Edificio Tacna-Piérola, 23 storeys, is now going up. All this is either distressing or encouraging, according to the point of view. What is most encouraging are the Neighbourhood Units being set up by the National Housing Corporation for groups of 5,500 people to live in. A visit should certainly be paid to a Unidad Vecinal, as they are called.

There is much else to see in Lima for those who have time : palaces, the lesser churches, museums, libraries, and parks.

The **Court of the Inquisition,** Plaza de Inquisición : the main hall, with wondrously carved mahogany ceiling, remains untouched. Court of Inquisition held here 1570-1820. Until 1930 used by the senate. Occupied now by the Council of Army Generals. In the middle of the Plaza de Inquisición stands a statue of Bolívar. On the E side is Congress building.

Other Churches :

Santuario de Santa Rosa (Av. Tacna, 8th block), small but graceful church. A pilgrimage because here is preserved the hermitage built by Santa Rosa herself, the house in which she was born, a section of the house in which she attended to sick people, her well, and other relics.

Las Nazarenas Church (Av. Tacna, 4th block), built around an image of Christ Crucified painted by a liberated slave in 1655 on wall of a house occupied by an old

Negro Brotherhood. Most venerated image in Lima, and an oil copy of Señor de la Milagros (Lord of Miracles), encased in a gold frame, is carried on a silver litter—the whole weighing nearly a ton—on the shoulders of 30 of the faithful, dressed in purple, through the streets on October 18, 19, and 28. The procession marches to slow music ; the perfume of incense fills the air ; flowers rain from the balconies ; old ballads are sung during halts. In the streets are numerous stands selling the " Turrón de Doña Pepa," made for the occasion, and other typical Peruvian sweetmeats.

San Agustín (Jirón Ica, 2nd block), W of the Plaza de Armas, is a much changed old church, but its piazza (1720) a splendid example of churigueresque architecture. See carved choir stalls and effigies, and a sculpture of Death, said to have frightened its maker into an early grave. Some 18th century paintings by a Cuzco artist.

Fine 18th century carving also in gilt altars of **Jesús María** (Jirón Moquegua ; 2nd block), and in **Church of Magdalena Vieja** (1557, but reconstructed in 1931). Altar pieces, of gilded and carved wood, particularly fine. Church should be seen during visit to the museum at Magdalena Vieja.

Universidad de San Marcos (Parque Universitario), founded May 12, 1551, was at the Dominican Monastery until 1571, when it was secularized and moved to various other buildings until housed, in 1822, in the old Jesuit Novitiate of San Carlos, a building of little merit save for the main hall of the Faculty of Letters. University soon to be moved to new buildings between Lima and Callao.

Museums : All are open from 9-12 a.m., and 3-6 p.m., from April to December. During the rest of the year, some museums keep to a summer schedule : 9-1 p.m., only.

Museum of the Republic, Plaza Bolívar, Magdalena Vieja, in a mansion built by Viceroy Plazuela and occupied by San Martín (1821-1822) and Bolívar (1823-26). Exhibits : colonial and early republican paintings, manuscripts, portraits, uniforms, etc. Paintings mainly of historical episodes.

Museum of Anthropology and Archaeology, Plaza Bolívar, Magdalena Vieja, a museum for exhibition and study of art and history of aboriginal races of Peru. Most interesting textiles from Paracas and ceramics of Chimu, Nasca, and Pachacamac cultures, and various Inca curiosities and works of art. Easily the most interesting museum in Peru.

Museum of Peruvian Culture, Av. Alfonso Ugarte. Most of the exhibits moved to the Museum of Anthropology and Archaeology. Few which remain are of costumes worn by the Indians in various parts of Peru.

Museum of the Viceroyalty (Quinta de Presa, Guardia Republicana Barracks) is a fine 17th century mansion worth going over. Exhibits : colonial portraits, furniture, dresses, candelabra, and so on. Some said to have belonged to La Perricholi ; one of the Viceroy's carriages is shown. Judging by the sandals, women's feet have definitely grown larger in the last 150 years.

Museo Historico Militar (Real Felipe Fortress, Callao), has most interesting military relics : a cannon brought by Pizarro, a cannon used in the War of Independence, the Spanish flag that flew during the last Spanish stand in the fortress, portraits of General Rodil and of Lord Cochrane, and the remains of the small Bleriot plane in which the Peruvian pilot, Jorge Chávez, made the first crossing of the Alps from Switzerland to Italy : he was killed when the plane crashed at Domodosola on Sept. 23, 1910. Summer schedule.

Pinacoteca Merino (Municipal Building, Plaza de Armas), contains a large collection of paintings by Peruvian artists. The best of the painters is Ignacio Merino (1817-1876).

Museum of Italian Art (Paseo de la Republica, 2nd block), is in a building, Italian renaissance style, given by the Italian colony to Peru on the centenary of its Independence. Large collection of Italian works of art, but most of the paintings are reproductions. Summer schedule.

Museum of Natural History (Av. Arenales, 1200) belongs to University of San Marcos. Exhibits : Peruvian flora, birds, mammals, butterflies, insects, minerals and shells. Prize exhibit is a Sun fish—only one other example known, and that one in Japan. Summer schedule.

The **Palacio de la Exposición,** built in 1868 in Parque de la Exposición, is being turned into a gallery of Peruvian art from the pre-Incaic period until to-day.

Parks and Gardens : Many fine parks and gardens, with a profusion of flowers and trees in leaf the year round, the results of well concealed artificial irrigation. One park, the Alameda de los Descalzos, at the foot of Cerro Cristobal, was built by a viceroy as early as 1610. This alameda is a walk shaded by ancient trees and fenced by a wrought-iron grill. It was, even into the early days of the Republic, a haunt of Lima's aristocracy. The marble statues, each representing a month of the year, and the marble seats date from 1856. Nearby is another walk, the Paseo de Aguas,

created by the Viceroy Amat at the end of the 18th century to please his mistress, La Perricholi. The great arch with cascades was rebuilt in 1938.

The **Campo de Marte** (Plaza Jorge Chávez and Av. Salaverry) is a large open space where military parades take place. In the centre is a huge monument to "The Peruvian Soldier." The National Symphony orchestra plays in the auditorium on the W side during the summer.

In the **Parque Universitario,** old San Carlos Jesuit Church was turned into a Pantheon of the Heroes (Panteón de los Próceres) on the 100th anniversary of the Battle of Ayacucho. A gracious 18th century church with a circle of famous tombs under the rotunda. General Miller, the Englishman, who fought in the wars of independence and whose Memoirs contain an excellent picture of the time, is buried here. Also the two men who wrote the lyric and the music of the Peruvian national anthem.

The **Paseo Colón** is the avenue which lies between where old Lima ends and modern Lima begins, with its wide avenues and enchanting parks. There is a monument to Columbus in the Paseo (1856). Between Paseo Colón and Av. 28 de Julio is **Parque de La Exposición,** a quiet place shaded by trees ; several avenues cross it. It was opened for the 1868 International Exhibition. The great Palace of the Exhibition, facing Paseo Colón, is now being turned into an art gallery. S of Jirón de la Unión is the modern Plaza San Martin, with a statue of San Martín in the centre.

North of Parque de la Exposición, across Paseo Colón, is quiet **Parque Neptuno,** shaded by trees. Within its grounds is the Museum of Italian Art, and a fountain of Neptune.

One of the loveliest parks is **Parque de la Reserva** (Av. Arequipa, 6th block), beautifully arranged to represent the three regions of Peru : the coast, the mountainous Sierra, and the tropical jungles of the Montaña. In the middle is a statue of Sucre ; of the other two statues, one is of Tangüis, who selected the famous cotton.

Short Excursions : Two short excursions in the neighbourhood of Lima, one to Pachacámac and one to Chosica, are well worthwhile. The road to Pachacámac passes through the southern residential extensions of Lima to the sea. The road—the Avenida Arequipa—is a wide two-lane thoroughfare, 6 miles long, with gardens and a double row of trees in the centre. At **San Isidro** is El Olivar, an old olive orchard turned into a charming park. The road reaches the sea at **Miraflores,** an important shopping centre with several first-class restaurants. There is a handsome park here, too—the Parque Miraflores. Road passes through **Barranco,** on the shore to the S. Parque Barranco has shady trees, an outdoor swimming pool, a lagoon, an athletic field, a small zoo, and a restaurant. The Aviation School is at Barranco. The next development on the coast is at **Chorillos,** a fashionable resort with a cliff promenade, a casino, and boating. The Military School is a fine modern building. Beyond it is **La Herradura,** another bathing resort with a casino.

Pachacámac is some miles further along the coast and a little inland up the Lurín valley, 12 miles from Lima. When the Spaniards arrived, Pachacámac was the largest city on the coast. The ruins encircle the top of a low hill, the crest of which was crowned with a Temple dedicated to the god of fertility, a large pyramid built, in 1350, of sun-baked bricks. Gonzalo Pizarro, brother of the leader, was the first European to come to it. Francisco Pizarro himself spent several weeks here whilst his emissaries were seeking a suitable site for the future capital.

Return by Avenida Costanera (Coastal Drive) along the tops of the cliffs and with beautiful views over the bay. Beyond Miraflores it passes through a sea-side resort, **Magdalena Nueva,** served by a separate road and tram route from Lima. A little inland, along this route, is **Magdalena Vieja,** where the Museum of Anthropology and Archaeology and the Museum of the Republic are (see under Museums), and the old church of Magdalena Vieja (1557).

The second pleasure drive is to **Chosica,** 30 miles up the Rimac valley (see East of Lima, later). On the way to Chosica a diversion can be made to the old Inca city of Cajamarquilla, in a circle of hills surrounded by ruined fortresses. An excellent lunch or light refreshments can be had at the hotels *Villa del Sol* or *Ferrocarril,* Chosica, or at *La Hosteria,* in Los Angeles, near Chosica.

There is bathing, tennis, a casino and good hotels, of which the *Grand* is one, at **Ancón,** 26 miles N of Lima, reached by a railway and a double lane asphalted highway. There are the pre-Inca ruins of a small town on the hill of San Pedro, a fortress on the hill of Loma de los Papas, and an ancient cemetery to the S.

One day Excursion :—A good deal of Lima and its environs can be seen by following this itinerary :—

8.30 a.m.—Leave Callao by taxi or tram car for Lima. Walk to the Plaza de Armas and visit the Cathedral. Engage a motor-car for two hours and visit Torre Tagle Palace, Bull Ring, Paseo Colón, and the Jockey Club. The Inca Museum in Magdalena Vieja, is well worth a visit.

12.30 p.m.—Lunch at the Cabaña Restaurant in the Parque de la Exposición,

and visit the adjacent National Museum.

2.0 p.m.—Motor to Miraflores by the beautiful Avenida Arequipa, visiting the Country Club.

3.45 p.m.—Tea at Hotel Bolivar.

4.30 p.m.—Return to Callao by tramcar or automobile.

This outing should not cost more than thirty shillings per person, provided parties of five or more be organized. Motor-cars can be hired and omnibus services are available.

Steamship passengers who wish to make a specially conducted tour should tell the purser at least 48 hours before arrival at Callao. For a party of 15 to 20 it is sometimes possible to make special arrangements for visits to the Torre Tagle Palace.

MOTORS (fares subject to alteration) :—

LIMA—Inside City Limits.

5 seater cars :—

Per trip—two passengers	Soles 2.50
Each additional passenger	0.50
Per hour—one to four persons	15.00

7 seater cars :—

Per trip	2.50
Per hour	15.00

Outside City Limits. Per hour. Any car 25.00

To Callao, La Punta, San Miguel, Magdalena, Miraflores, Barranco, Chorrillos, by agreement, basis Soles 18.00 per hour. The Carretera Central from Lima to Oroya opens new possibilites of motor-car excursions, with attractive halting places like Matucana (1 hour), San Mateo and Rio Blanco (2 hours). The trip to Oroya takes over 5 hours, and crosses the Andean Divide at 15,693 ft. Good meals can be had at Chosica, Matucana, San Mateo and Rio Blanco.

An excursion may be made by motor-car from Lima to Infiernillo ("Little Hell") Canyon, beyond Matucana, which is well worth seeing.

Lima Hotels :—

Name.	Address.	Beds.
Gran Hotel Bolívar	Plaza San Martin	350
Hotel Crillon	Ave. Nicolas Pierola	250
Gran Hotel Maury	Bodegones, 387	140
Gran Hotel	Melchormalo, 320	90
Hotel Plaza	Sta. Apolonia, 355	100
Hotel Leuro	Miraflores	70

The Hotel Chez Victor, in the Pasaje Encarnacón 7b Plaza San Martin, has 20 furnished family flats. Rates are S.70 per day, or S.1,800 per month. No meals supplied. Visitors also stay at the Country Club, the most comfortable of all, between January and April, but it is out of town, in San Isidro. There are many pensions, at from U.S.$15 a week, with meals.

Electric Current :—220 volts A.C. Transformers or resistor Cords must be used for U.S. appliances.

Restaurants :—The following are the principal restaurants in Lima :—

Chez Victor, in the Plaza San Martín ; also at Limatambo Airport.

Hotel Bolívar (grill and dining rooms ; meals a la carte). And a night club.

Hotel Crillon, Av. Nicolas Pierola (grill and dining rooms ; meals a la carte).

Hotel Maury, Calle Bodegones, one block from the Plaza de Armas ; (table d'hote and meals a la carte).

Restaurant Kuo Wa, Plaza de Armas, an excellent Chinese restaurant.

Others which can be tried are :—

El Trocadero, Calle de Boza ; (meals a la carte).

El Patio, Portal de San Agustín y Camana ; (meals a la carte, terrace restaurant).

Raymondi, Calle Jesús Nazareno, adjoining the Church of La Merced (meals a la carte).

El Pildorín, in the Magdalena del Mar section, for highly seasoned Peruvian food.

Restaurant Kuong Tong, Calle Capón ; (Chinese restaurant with first-class dishes served in Chinese style, with or without chopsticks).

Restaurant Ton Quin Sen (Calle Capón). First-class Chinese dishes.

Restaurant Men Yut, Calle Capón 716 ; (Chinese restaurant, specializing in Chop Suey).

Entertainments :—Lima keeps late hours and there is a variety of entertainments until well past midnight. Among the most popular are the following :—Boxing or "all-in" wrestling (Saturday nights) at the National Stadium. The Embassy Night Club, in the Plaza San Martín, is the most luxurious. No dinner is served. The Bolívar Grill has floor shows during dinner. La Laguna, in Barranco, is an

attractive night club with floor shows ; dinner can be served in the open air. It is open only in the summer (January to March). Other night clubs are El Periguino, Calle Urrutia, and Tico Tico, Calle Abancay.

Sports : From November to March there are bullfights almost every Sunday and holiday. Famous toreros practise in the Lima ring, the oldest in the Americas, and fighting bulls are of Spanish stock. Cockfights are frequently organized and advertised. From April to December race meetings are held on Saturday and Sunday afternoons at the Club Hipico (Jockey Club), near the Lima Country Club. The Lima Golf Club and the Inca Golf Club are both 18-hole courses. Polo and tennis are also played. The luxurious Country Club, close to the course and overlooking the sea, is open to visitors if introduced by members.

Association Football matches and various athletic events take place at The National Stadium, seating 70,000 ; well placed in the centre of the City on ground given by the British community on the 100th anniversary of Peru's Declaration of Independence.

Banks :—Bank of London & South America, Ltd., 442 Carabaya St. The Royal Bank of Canada, Jiron Lampa 597. First National City Bank of New York, 490 Carabaya St. And Peruvian banks.

Cables :—West Coast of America Telegraph Co., Ltd. (British), Jirón A. Miró Quesada 324 ; All America Cables & Radio, Inc., Calle de San Antonio 677. Branch Office : Gran Hotel Bolívar.

Rail :—Central Railway of Peru maintains a combined train and autocar service to Oroya and from Oroya north to Cerro de Pasco and south to Huancayo (with a State Railway extension to Huancavelica). North-Western Railway, Lima to Huacho *via* Ancón, twice daily. Several times daily to Chosica.

Tramways :—Electric, at short intervals to Chorillos, Miraflores, Barranco, Callao, La Punta, Magdalena and San Miguel, in addition to city tramway services and motor buses.

Roads :—The Pan-American Highway is open from Lima N along the coast to the Ecuadorean frontier, and S to Arequipa and Arica. The Lima-Canta-Cerro de Pasco road goes on through Huanuco to Tingo María on the Huallaga and to Pucallpa. Another, the Central Highway, goes through Oroya, Huancayo, Ayacucho, and Cuzco to Puno, where a branch runs to Arequipa. These two roads to Cuzco, one by the Central Andes and the other by Arequipa, make a grand circuit tour of 1,500 miles possible.

The Peruvian Touring Club offers its advantages to tourists and particularly to members of the leading English and American Associations of Motorists. Its aims include road and hotel improvement and the arrangement of itineraries. Particulars are obtainable at the Peruvian Consulate-General in London. The address for letters is : P.O., Box No. 22—19 Lima.

British Schools : Markham College, for boys of all ages, is one of the only four Headmasters' Conference Schools outside the British Commonwealth. Colegio San Andres, for boys. St. John's College, a preparatory school for boys at Chaclacayo, a mountain resort, 19 miles from Lima. St. Paul's College, a secondary school for boys, mostly boarders, at Los Angeles, just beyond Chaclacayo. Colegio San Silvestre, a school for girls at Miraflores ; it is represented in the Association of Headmistresses.

American Schools : Colegio Peruano-Norteamericano Abraham Lincoln, San Isidro ; The American School of Lima, San Isidro.

Addresses :—

British Embassy ; Residence : Avenida Pablo Bermudez.
Embassy offices and Consulate : Edificio Republica, Paseo de la República.
United States Embassy : Residence—Avenida de Arequipa.
U.S.A. Embassy offices and Consulate : Edificio Sud America, Plaza San Martín, 117.
Canadian Embassy : Edificio Boza, Plaza San Martín.
British Chamber of Commerce, Edificio " La Nacional " 402, Jirón Antonio Miro Quesado, No. 309, Casilla 1913.
British American Hospital, between Miraflores and San Isidro.
P.S.N.C. : Nicolas de Pierola 220-6, Plaza San Martín (in the same building as the Phoenix Club).
Y.M.C.A. : Jirón Carabaya 664. It maintains a home in Calle Washington, Callao.
Peruvian British Cultural Association of Lima, Camana 787.
British Council, Camana 787.
Peruvian North American Cultural Institute, Jirón Antonio Miro Quesada, 113.

The American Society of Peru, Jirón Huancavelica 107.
Lima Theatre Workshop, Jirón Lea 323.
Clubs :—
Lima Country Club, between Miraflores and Lima.
Phoenix Club : Nicolas de Pierola 220-6, Plaza San Martín.
The Club Callao, Callao.
Lima Cricket and Football Club : Av. del Ejercito.
Lima Golf Club : 18 holes near the Lima Country Club.
The Peruvian Touring Club.

NORTH OF LIMA.

From Lima to Chimbote : Between Lima and Pativilca, there is a narrow belt of coastal land deposited at the mouths of the rivers, but from Pativilca to the mouth of the Río Santa, N of Chimbote, the Andes come down to the sea. Between Lima and Pativilca cotton and sugar-cane are grown, though the yield of sugar is less than it is further N, where the sunshine is not interrupted by cloud. Cotton is harvested from April to September by Indian migrants from the basins of Jauja and Huancayo. Much irrigated land is given over to growing vegetables and crops for the feeding of Lima and Callao. Cattle are driven down from the Highlands to graze the *lomas* which spring up on the mountain sides when the mists come between June and October.

There are coastal vessels from port to port along the coast, but travel is slow and irregular. The Pan-American Highway parallels the coast all the way to the far N, and feeder roads branch from it up the various valleys. A railway runs through the coastal land from Lima N to Huacho and Pativilca.

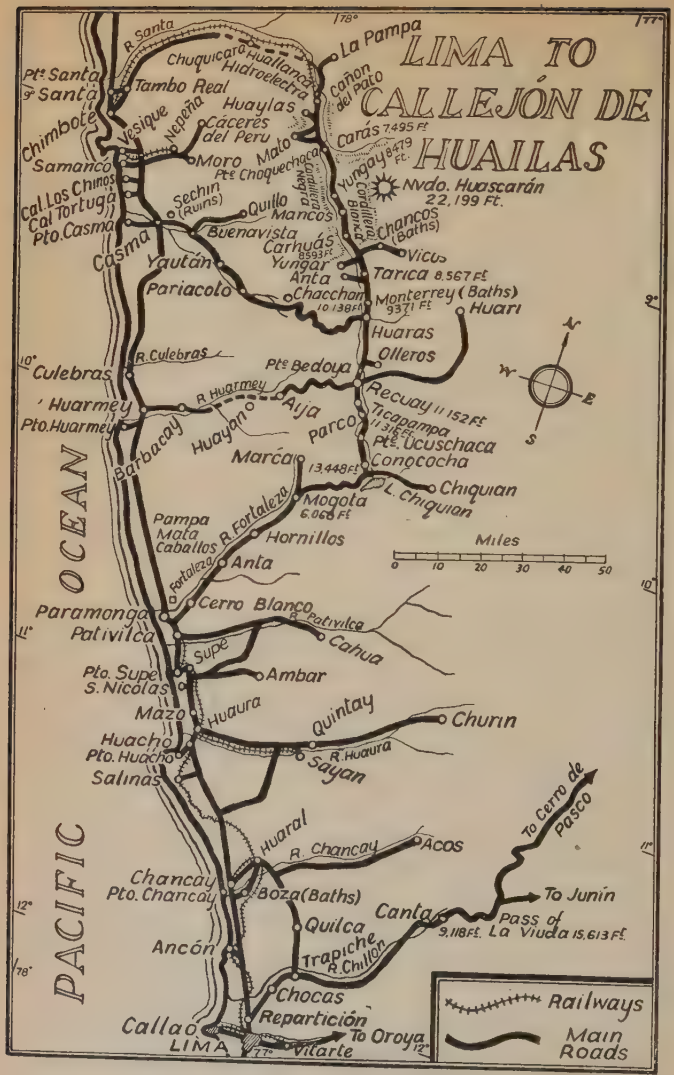
The road and railway pass through the minor port of **Huacho,** 84 miles from Lima. Capital of Chancay and the outlet for cotton and sugar grown in the rich Huaura Valley ; a branch railway runs up it to Sayan. Cotton-seed oil and other factories. P.S.N.C. steamers and most of the big lines call regularly. Population : 13,202.

Hotels : Gran Pacífico ; Italia ; Panamá.

A few miles beyond is **Huaura,** where the balcony is still preserved from which San Martín declared the country's independence from Spain. We pass from the wide valley of Mazo through the irrigated valley of San Felipe. There is more desert and then the cotton-fields of San Nicolas lead to the town of **Supe.** This little port is kept busy shipping cotton, sugar and minerals and importing machinery and oil for the haciendas. After passing through the town of Barranca we come to the village of **Pativilca,** terminus of the railway. Near it are well preserved ruins of the Chimu fortifications of **Paramonga.** Set on high ground (view of the ocean), the palace-like fortress is reinforced by 8 quadrangular walls rising in tiers to the top of the hill. It overlooks the large Paramonga sugar plantation of Grace & Company and its associated industries. Paramonga is a small port, 125 miles from Lima, shipping sugar.

Between Paramonga and Chimbote (140 miles) the mountains come down to the sea. The road passes through a few very small protected harbours in tiny rock-encircled bays—Puerto Huarmey, Puerto Casma, and Vesique, from which there is a short railway inland.

Chimbote, a very small port until recently, though one of the few naturally protected harbours on the W coast, ample in area and depth of water. Rapidly growing population of 50,000 ; a new port has been built to serve a steel industry started in 1956 : iron ore from Marcona field is shipped from the Port of San Juan, 340 miles S of Lima ;


LIMA TO CALLEJÓN DE HUAILAS
PACIFIC OCEAN
R. Santa
Chuquicara
Huallanca
Hidroelectra
La Pampa
Cañon del Pato
Pt.e Santa
Santa
Tambo Real
Chimbote
Vesique
Nepeña
Huaylas
Cáceres del Peru
Carás 7,495 Ft.
Samanco
Moro
Mato
Pt.e Choquechaca
Yungay 8,479 Ft.
Nvdo. Huascarán 22,199 Ft.
Cal. Los Chimos
Cal. Tortuga
Pto. Casma
Sechin (Ruins)
Quillo
Mancos
Buenavista
Carhuás
Yungar
Anta
Chancos (Baths)
Vicus
Tarica 8,567 Ft.
Casma
Yaután
Pariacoto
Chacchon
Monterrey (Baths) 9371 Ft.
Huari
Huaras
Olleros
R. Culebras
Culebras
Pt.e Bedoya
Recuay 11,152 Ft.
Huarmey
R. Huarmey
Aija
Huayan
Parco
Ticapampa 11,316 Ft.
Pto. Huarmey
Pt.e Ucuschaca
Barbacay
Marca 13,448 Ft.
Conococha
Chiquian
L. Chiquian
Pampa Mata Caballos
R. Fortaleza
Mogota 6,068 Ft.
Hornillos
Miles
Fortaleza
Anta
Paramonga
Cerro Blanco
Pativilca
Cahua
Supe
Pto. Supe
S. Nicolas
Ambar
Mazo
Huaura
Quintay
Churin
Huacho
Pto. Huacho
R. Huaura
Salinas
Sayan
To Cerro de Pasco
Huaral
R. Chancay
Acos
Chancay
Pto. Chancay
Boza (Baths)
To Junin
Canta
Pass of La Viuda 15,613 Ft.
9,118 Ft.
Quilca
Ancón
Trapiche
R. Chillon
Chocas
Repartición
Callao
LIMA
To Oroya
Vitarte
Railways
Main Roads

power comes from the hydroelectric station in the Cañon del Pato, 80 miles inland. Chimbote is also a fishing port. The town itself is ugly and dirty, but the very lovely beach attracts a number of visitors.

Anchorage good ; C.S.A.V. vessels bound for Callao call weekly. Small airport. It can be reached from Lima by daily " collectivo " bus service, (5 to 6 hours) ; or twice weekly Faucett plane.

Hotels : Chimu ; Pacífico.

Santa Corporation Railway, 86 miles up the Santa Valley to Huallanca, at the entrance to the spectacular gorge of the Cañon del Pato. Built, 1872, by Henry Meiggs, with 16 tunnels. First comes desert wasteland flanked by sand dunes ; the valley widens into cotton lands, rice paddies and fields planted with maize and bananas, with the slow running Santa river in the distance. The track climbs to rugged country. At Kilometre 76.5, altitude 492 metres, is Chuquicara, from which a branch line serves the anthracite mines of the Chuquicara valley. Beyond the Santa river is a raging torrent. The rail bed runs along a narrow ledge, with the raging river below. Huallanca is reached in seven hours.

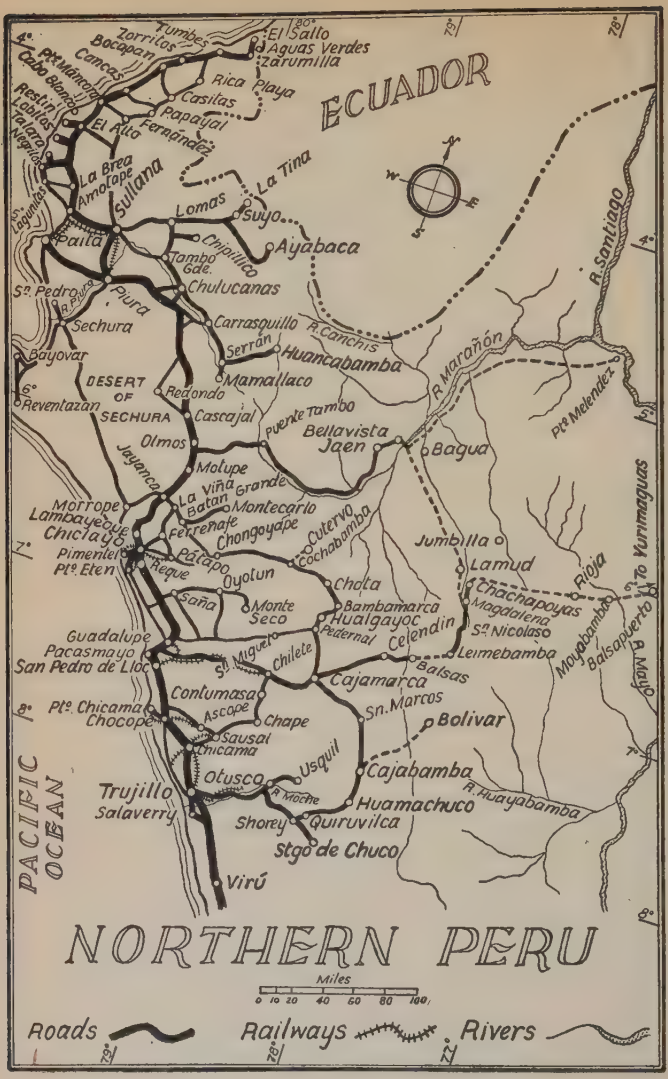
The best way to see the Santa Valley, which contains some of the most spectacular scenery in Peru, is to take a road which branches off the road we have followed, into the mountains, just N of Pativilca. It runs the length of the Santa Valley to Huallanca, but not to Chimbote. In 75 miles it climbs to Lake Concocha, at 13,407 feet, where the Santa River rises. After crossing the high level surface it plunges into a valley on the Pacific side of the Continental divide. In 100 miles it descends from 13,407 feet to 7,000 feet. It runs between the towering Cordillera Negra and the Cordillera Blanca, whose highest point is 22,180 feet high Huascarán. The scenery in one valley section—the Callejón de Huailas—is superb. Farms appear at just below 13,000 feet, but most of the farming is around Huaras. The inhabitants, almost all Indians, grow potatoes and barley at the higher, and maize, alfalfa and sugar at the lower altitudes. The valley contains picturesque villages and small towns, with narrow cobblestone streets and odd-angled house roofs. Its focus is

Huaras, capital of the Department of Ancash, at 9,932 feet, 216 miles from Lima. Population, 11,628. Lovely beackground formed by the snow-capped peaks of Huascarán, Huandoy, San Cristobal and others. Silver, cinnabar, and coal mined in the area. A road to the port of Casma, over the Cordillera Negra (80 miles ; 8 hours). Our road goes down the valley to Huallanca, terminus of the railway from Chimbote.

The town is well known for its festive market and the colourful dress of the Highland Indians. Women wear billowing skirts and vivid blouses and the men the all-purpose poncho. Town is at its most colourful on September 14—annual festival of the Exaltation of the Cross. Archaeological museum contains Chavin monoliths carved by valley stone-cutters before the birth of Christ.

Hotels : Central ; Drago ; Sud America ; Genova ; Hotel Termas de Monterrey (5 miles from Huaras).

At Yungay, 34 miles N of Huaras, Huascarán, the giant of the Cordillera Blanca, may be viewed in all its glory. It was first climbed, when she was over fifty, by Annie S. Peck, in 1908. At the northern limits of the Callejón de Huailas the two Cordilleras close to form the dramatic Cañon del Pato, a tortuous defile through which the Santa river rages. A dam creates electric power for the steel works at Chimbote. Some 42 tunnels had to be blasted in the rock face of the gorge to allow the road to reach Huallanca, 320 miles from Lima, where the road ends and the railway takes over traffic for Chimbote and the coast, 85 miles away.


ECUADOR
Tumbes
Zorritos
Bocapan
El Salto
Aguas Verdes
Zarumilla
Pta Mancora
Cabo Blanco
Cancas
Rica Playa
Casitas
Papayal
Restin
Talara
Negritos
El Alto
Fernandez
La Brea
Amotape
Sullana
La Tina
Lagunas
Lomas
Suyo
Paita
Chipillico
Tambo Gde.
Ayabaca
Sa Pedro
R. Piura
Piura
Chulucanas
Sechura
Carrasquillo
R. Canchis
Serran
Huancabamba
R. Santiago
R. Marañón
Payovar
DESERT OF SECHURA
Reventazon
Redondo
Mamallaco
Cascajal
Puente Tambo
Bellavista
Jaen
Bagua
Pta Melendez
Olmos
Jayanca
Motupe
La Viña
Batan Grande
Morrope
Lambayeque
Montecarlo
Ferrenafe
Chongoyape
Cutervo
Cochabamba
Chiclayo
Pimentel
Pta Eten
Reque
Patapo
Oyotun
Jumbilla
Lamud
Chachapoyas
Magdalena
Rioja
Moyobamba
Balsapuerto
R. Huallaga
R. Mayo
Saña
Monte Seco
Cholta
Bambamarca
Hualgayoc
Pedernal
Celendin
Sa Nicolaso
Guadalupe
Pacasmayo
San Pedro de Lloc
Sa Miguel
Chilete
Leimebamba
Balsas
Cajamarca
Contumasa
Pta Chicama
Chocope
Ascope
Chapec
Sn. Marcos
Bolivar
Sausal
Chicama
Usquil
Cajabamba
Otusco
R. Moche
Huamachuco
R. Huayabamba
Trujillo
Salaverry
Shorey
Quiruvilca
Stgo de Chuco
Virú
PACIFIC OCEAN
NORTHERN PERU
Miles
0 10 20 40 60 80 100
Roads
Railways
Rivers

The Northern Oases : N of the mouth of the River Santa the Andes recede, leaving a coastal desert belt of from 50 to 100 miles wide containing the three great oases of Northern Peru—the oases of Trujillo, Chiclayo and Piura. The main towns are inland, but connected by short railway lines to their ports, little more than a collection of low buildings and warehouses set in a barren desert.

The first oasis N of Chimbote is that of Trujillo. Streams from the highlands cut deeply into the sand : water for irrigation has to be taken far up the mountain slopes, and carried to the irrigated areas by ditches.

There are two distinct areas of irrigation N and S of Trujillo. Large estates produce about 56 per cent. of all Peruvian sugar. The area's port is **Salaverry,** a miserably squalid small town. Population, 4,000. Open roadstead and ships discharge into lighters. Railway (9 miles) and road connect it with Trujillo. A railway also runs N from Trujillo to the smaller **Puerto Chicama,** which exports sugar from the Chicama Valley, the sugar bowl of Peru.

The Quiruvilca copper mines of the Northern Peru Mining and Smelting Company are 75 miles inland by motor road from Salaverry. Its concentrating plant at Shorey is connected with the mines by a two-mile aerial cableway, and with its coal mine at Callacuyán by a 5-mile cableway. The concentrates, containing 35 per cent. copper, 30 ounces of silver and 4 grams of gold per ton, are shipped to the refinery at Tacoma, U.S.A.

Trujillo, capital of the Department of La Libertad, third largest city in Peru, ranks only after Lima and Arequipa. Population, 70,000. The traveller entering Trujillo is delighted with its surrounding greenness against a backcloth of Andean foothills and peaks. Founded by Pizarro, 1535, with ample space for small parks and plazas. Charles V ordered a wall around it in 1686. Its modern buildings have been assimilated without discord : it remains a city of old churches, graceful colonial balconies and windows overhanging its modern pavements, of homes built during the reigns of the viceroys ; and with a culture uninterrupted since those days. Besides the Cathedral, it has ten colonial churches as well as old convents and monasteries. Its University of La Libertad, second only to that of San Marcos, at Lima, was founded in 1824. On one of the main streets near the Plaza de Armas is the spacious courtyard, patio and high-ceilinged rooms of the 18th century house in which General Iturregui lived when he pronounced the city's freedom from Spain in 1820. It is now the exclusive Club Central and Chamber of Commerce.

The focal point of the City is its spacious, well landscaped Plaza de Armas, with a somewhat unfortunate sculptured group to the heroes of the Liberation. Fronting it is the enormous Cathedral, with the old palace of the Archbishop next door ; the Tourist Hotel ; the building in colonial style of the Sociedad de Beneficencia Pública de Trujillo, housing the Peruvian North American Cultural Institute ; and the bright pink Municipality building, contrasting sharply with other buildings.

The unsightly and evil-smelling market is in the heart of the town. There is a large stadium in the suburbs. The townsfolk frequent the two nearby bathing resorts of Buenos Aires and Las Delicias during the summer.

Trujillo has two daily newspapers and five theatres. A visit should be paid to one of the sugar estates. Well known all over Peru is the Hacienda Cartavio, in the Chicama Valley (27 miles). It covers 6,000 hectares and employs 4,000 labourers.

Industries : Sugar mills, manufacture of cocaine, knitting factory, breweries,

tanneries, rice mills, a candle factory.

Hotels : Gran ; Jacobs ; Libertad ; State Tourist Hotel.

Cables : All America Cables & Radio, Inc. Agent : Victor Arenas, c/o Northern Peru Mining & Smelting Coy., Plazuela de la Merced.

Excursions from Trujillo : About three miles by car to the crumbling adobe ruins of **Chan-Chan,** imperial city of the Chimu Empire, which stretched over 20 valleys between the Gulf of Guayaquil and southern Peru. It was overcome by the Incas about 1400 A.D., but not looted ; the Spaniards, however, despoiled its burial mounds of all the gold and silver statuettes and ornaments buried with the Chimu nobles. The dilapidated city walls enclose an area of 11 square miles containing the remains of palaces, temples, workshops, streets, houses, gardens and a canal. What is left of the adobe walls bear well-preserved moulded decorations in artistic patterns, and painted designs have been found on pottery unearthed from the debris of a city ravaged by floods, earthquakes, and treasure seekers. But it is still one of the strangest sights in the world. There is ample time for a visit when the steamer stays a whole day at Salaverry.

The **Larco Herrera Museum,** on the Chiclín sugar plantation, 21 miles N of Trujillo by the Pan-American Highway, contains much of the pottery unearthed at Chan-Chan. The plantation has its own railway station, hospital, school, cinema, and church, and visitors are sometimes entertained by Indians dancing their traditional dances and making music. The private museum was created by the archaeologist, Rafael Larco Herrera. In it are preserved mummies of Peru's earlier civilizations and their domestic articles. There are thousands of water jugs on which the Mochica and Chimu Indians recorded their day-to-day life with great art and verisimilitude : fiestas, portraits of individuals, drastic punishments for crimes, and surgical operations. Also the solid beaten gold crown, sceptre, collar and other adornments worn by the Chimu ruler.

Not far from Trujillo, just beyond the airport, is the small fishing village of Huanchaco. It is worth visiting to see the canoes the fishermen use in the bay.

In the Chiclayo district N of Trujillo, lie three distinct oases, each served by a small port. A few large sugar estates on the higher alluvial fans take their water as it emerges from the mountains. Surplus water, if any, is used by small farmers down below to grow rice. The three oases centred on Chiclayo, along with the oases of the River Piura, further N, grow 75 per cent. of all Peruvian rice. The northern oasis of the group has extended its irrigated area very greatly by constructing a tunnel through the continental divide to draw water from the Amazonian headwaters. The tunnel, at 6,500 feet above sea-level, is over 6,500 yards long.

Pacasmayo, port for the more southern of the three oases, is 68 miles N of Salaverry. It exports rice and sugar and smaller amounts of cotton, cacao, hides, copper, lead, zinc and silver. A short road connects it with the Pan-American Highway running N from Trujillo to Chiclayo. Pacasmayo has a cement plant. Population : 6,000.

Hotel : Ferrocarril.

Pacasmayo is the best starting point for visiting **Cajamarca,** an old, somnolent town at 9,000 feet. Railway and highway from Pacasmayo to **Chilete** (65 miles, whence there is an electrolytic copper refinery) ; rest of the journey by road (16 miles). Cajamarca is the chief town of the northern mountain area, and a centre for mining, grain growing, and the manufacture of cloth, leather, and straw hats. It has kept its colonial air. Here Pizarro ambushed and captured Atahualpa, the Inca chieftain. (See history of Peru in the introduction). The Cuarto de Rescate (Ransom Chamber) can be seen, but the red line purporting to be the height of Atahualpa's hand was only recently painted in ; the room's measurements are not quite the same as those given in Prescott's *Conquest of Peru.* The Plaza where Atahualpa was ambushed and the stone seats set high on a hill where he reviewed

his subjects are also shown. The Cathedral, San Francisco and Belén churches are well worth seeing. Nearby are the somewhat shabby thermal springs known as the Baths of the Incas. Population : 15,904.

Hotels : Plaza ; Hotel Turistas, being built somewhat calamitously next door to the Cathedral.

Cajamarca is the starting point for a northern route to Iquitos. The Marañón river is reached by a road to Balsas. The road on to Leimebamba is not yet finished, but there is a road from Leimebamba to Chachapoyas (4,890 inhabitants). On by mule through picturesque scenery to Moyobamba, at 3,000 ft., on the verge of the great Amazonian flats. Its population has decreased greatly to less than 5,000. From there on to Yurimaguas (described later), is by foot. Yurimaguas is on the Huallaga River, and launches ply to Iquitos.

Further N are two ports serving the Chiclayo area. The more southern is **Eten,** an open roadstead 13 miles by road or rail from Chiclayo. Population, 3,000. Panamá hats is a local industry. **Pimentel,** N. of Eten, is larger. Population, 15,000. A favourite summer bathing place, with a broad sandy beach. Reached from Chiclayo (9 miles) by a road branching off from the Pan-American Highway and by an electrified railway. Coastwise steamers call at both ports.

Pimentel Hotels : Comercio ; Victoria.

Chiclayo, on a plain near coast, capital of Lambayeque Department, is the largest rice producer and the second largest sugar producer in Peru ; wheat and cotton are also grown. Population, about 60,000. Nothing much for the tourist to see. The new Cathedral, principal club, and Municipal Palace front the Plaza de Armas.

Hotels : Royal, Astoria, Europa.

Rail : Ferrocarril y Muelle de Eten from Eten to Ferreñafe (50 miles), and the Ferrocarril y Muelle de Pimentel from Pimentel to Pucalá (26 miles).

Cables : All America Cables & Radio, Inc. Agent : Armando Perez Sánchez, c/o Camara de Comercio.

Industries : Rice mills and a jute mill ; breweries, machine shops, lumber mills, tanneries, shoes, furniture, glass, fruit canning, a cement plant, Nestle's milk.

Excursions : A minor road runs to Chongayape, a quaint old town 48 miles to the E. A trail goes to Chota and Hualgayoc, two small Sierra towns. Branching off the Pan-American Highway to Piura at Olmos is a poor road which crosses the continental divide to **Jaén** (population : 3,500) on the river Chinchipe, a tributary of the Marañón which comes down from Ecuador. Jaén, an old settlement, has recently been revived as a rice-growing centre. The road from Chiclayo reached it in 1944, and has since been pushed on to Bellavista on the Marañón and into the Department of the Amazonas, towards Puerto Menendez ; the Marañón is navigable from that point to Iquitos.

A large area of shifting sands—the Sechura Desert—separates the oases of Chiclayo from the oasis at Piura. Water for irrigation comes from the Chira and Piura rivers. The northern river—the Chira—has usually a superabundance of water : along its irrigated banks large crops of Tangüis cotton are grown. In its upper area the Piura—whose flow is far less dependable—is mostly used to grow subsistence food crops, but around Piura, when there is enough water, the hardy indigenous Peruvian cotton—Pima—is planted. In some years the water disappeared altogether or came down from the mountains too late for the crop, but the alternation of drought and prosperity has now been ended. The Quiroz irrigation scheme draws water by tunnels from the Quiroz and Chipillica rivers, two affluents of the Chira. This has provided 76,570 acres around Piura with dependable water, and reclaimed 49,400 acres from the desert around Chulucanas, NE of Piura.

The port for the area is **Paita,** which exports cotton, wool and flax, and the Panamá hats made at nearby Catacoas. Population, only 6,958, but it ranks as the third port in Peru, for it serves by far the most important cotton-growing districts. Built on a small beach, flanked on three sides by a towering, sandy bluff, it is connected with Piura by a 40-mile road and a 60-mile railway which passes through **Sullana,** on the Chira, 24 miles from Piura. Population : 23,000. The great crop is cotton, but the district is also one of the few remaining sources of cinchona bark.

On a bluff looming over Paita is a small colonial fortress built to repel pirates. A short distance up the coast is Colan, a summer resort, reached by driving down a large, sandy bluff ; near the base is a striking and oddly lonely church over 300 years old.

Shipping : Outward and homeward port of call for most P.S.N.C. passenger/cargo vessels. To Guayaquil fortnightly ; weekly coastal service to Callao. Grace Line weekly sailings N to New York and S to Valparaiso each month.

Cables : All America Cables & Wireless, Inc. Agent : Arturo A. Pallete, Plaza de Armas.

Piura, an oasis in the hot and parched desert, is a proud and historic city. Population, 23,000. Founded in 1532, three years before Lima, by the conquistadores left behind by Pizarro. Old Spanish land grants are still intact in the area.

A few blocks from the Plaza de Armas is the Iglesia San Francisco, where San Miguel de Piura proclaimed the town's independence from Spain on January 4, 1821, six months before Lima. The colonial church of Las Mercedes has ornately carved balconies, three-tiered archway, hand-hewn supports and massive furnishings. Birthplace of Admiral Miguel Grau, hero of the War of the Pacific with Chile.

The social centre is the Tourist Hotel, which faces the Plaza de Armas.
Hotels : State Tourist Hotel ; Hotel Cristina.
Restaurant and Night Club : Monte Verde, a few Ks. on the road to Catacoas.
Cables : All America Cables and Radio, Inc. Agent : Miguel M. Temple, Calle Apurimac, 371.

From Piura, the Pan-American Highway goes N to **Sullana** (24 miles), from which one branch goes NE through Las Lomas and Suyo to the Ecuadorean border at La Tina, and another goes W through Talara and N to the border with Ecuador beyond Tumbes at Aguas Verdes, near Zurumilla.

N of Paita to the border of Ecuador, 130 miles away, lies the area in which three of the companies exploiting petroleum in Peru operate. The main centre is **Talara** (84 miles from Piura), which has the great oil refinery of the International Petroleum Company. Talara is an oasis in the desert. Water is piped 25 miles from the Chira River. An asphalted network of highways connects the town with the Negritos, Lagunitos, La Brea and other oil fields ; trucks, buses and cars run to Mancora, Lobitos, Zorritos and Tumbes in one direction, and to Sullana, Piura and Paita in the other. IPC has completely rebuilt the town and re-housed the workers, providing them with decent homes, medical clinics, and recreations : clubs, restaurants, tennis courts, swimming pools, cinemas, and bowling greens. The Company runs no less than 13 schools, with over 5,000 pupils. The town is a triumph over most formidable natural difficulties.

Talara, because of its petroleum exports, is the second port in Peru. The IPC oilfields should be visited. Of historical interest are the old tar pits at La Brea, 13 miles inland from Punta Parinas, S of Talara, and near the foot of the Amotape

Mountains. Here the Spaniards boiled the tar to get pitch for caulking their vessels. Near this site is the first Peruvian oil well brought into production in 1850, by digging, and not by drilling.

N of Talara, 34 miles, is the small port of **Cabo Blanco,** famous for its excellent sea-fishing : black marlin, striped marlin, broadbill swordfish and rooster fish can all be caught in the same waters. The largest fish ever taken on a rod (a black marlin weighing 1,560 lbs.) was caught here in 1953 by Mr. Alfred Glassell, Jr. A black marlin weighing 1,520 lbs. caught here by Miss Kimberley Wiss in 1954, is a world's record for women. The Sportsmen's Club is for members only.

Talara Hotel : Royal.

Some 110 miles N of Talara is the most northern of the Peruvian ports : **Tumbes,** occasionally visited by a coasting steamer. It is on the Tumbes river, has 8,000 inhabitants, and is a somewhat squalid centre for charcoal burning and tobacco growing. Its one pride : Pizarro landed at Tumbes. Aguas Verdes, on the Ecuador border, 17 miles away, is the starting point of a branch of the Pan American Highway on its way S.

Hotels : State Tourist Hotel ; Oriente.

SOUTH OF LIMA.

Lima to Ica : The group of oases in this area grow Pima cotton, sugar-cane and truck-crops for Lima and Callao, but the more southern valleys specialise in vineyards—Ica in particular is well known for this and its port, Pisco, has given its name to the celebrated brandy sold all along the W coast. Livestock from the sierra are grazed on the green lomas which spring up when the mists soak the mountain slopes from June to October.

The Pan-American Highway runs S from Lima, through all the places now to be described, to Tacna and Arica.

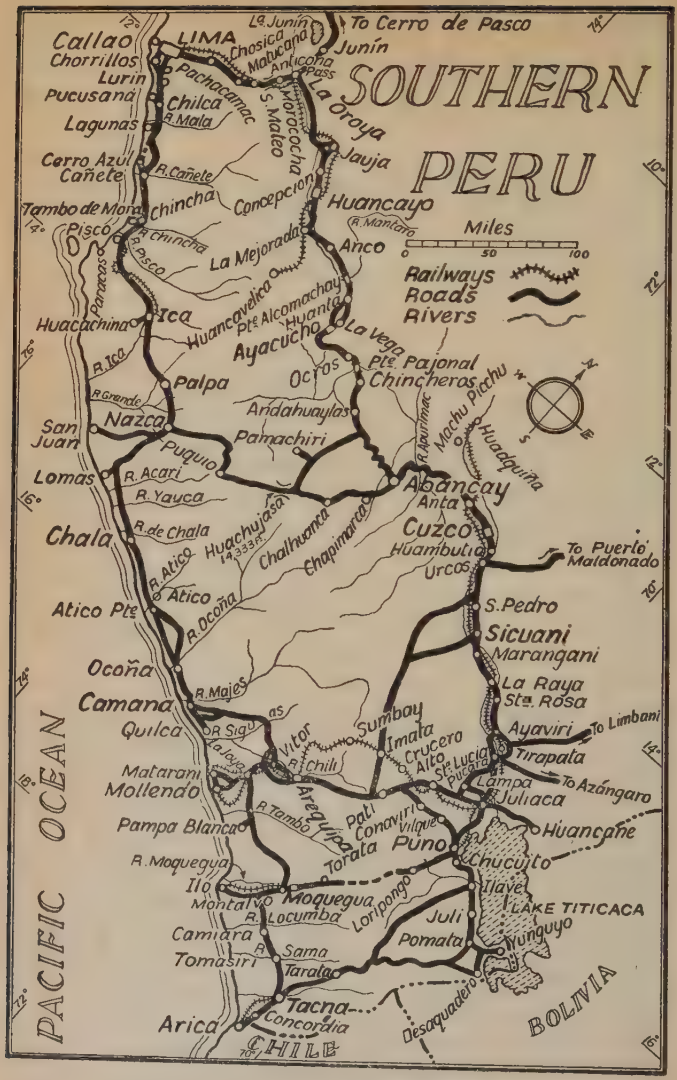
Chincha Alta, 110 miles S of Lima ; 12,705 inhabitants ; centre of an area growing cotton, grapes and fruit. Local industries : cotton-ginning, wine, and pisco distilling. Connected by rail and electric car with its port, Tambo de Mora, 7 miles away.

Hotels : Massa ; Comercio ; Roma ; Pensión Pachas.

Pisco, largest port between Callao and Mollendo, 147 miles S of Lima, serves a large agricultural hinterland. Passengers by ship going N see a green valley and bright vegetation, a welcome relief from the deserts of the coast. The town is divided into two : **Pisco Pueblo,** faithful to its past—colonial style homes with patios and gardens ; and **Pisco Puerto,** exporting raw cotton from the Chincha, Pisco and Ica valleys, and zinc and lead concentrates from the interior. It has two cotton-seed oil mills, a cotton textile mill, and a whaling factory. Loading is by lighter. In Pisco Pueblo, not far from the quiet Plaza de Armas, is the Club Social Pisco, once the H.Q. of San Martín after he had landed at Paracas Bay. The Avenida San Martín goes past this building and leads, in little over a mile, to Pisco Puerto. Population, 17,600. A road is being built to Ayacucho. Pisco is an alternative airport to Limatambo when landing is not possible at Lima.

Hotels : Pisco ; Humberto ; Gran.

Nine miles down the coast from Puerto Pisco is the **Bay of Paracas,** sheltered by the Paracas Peninsula. A small white shaft in the sands marks the spot where San Martín set foot in Peru. The area is now being developed as a resort : a beautiful bay, good sands, bathing and fishing


SOUTHERN
PERU
Miles
0 50 100
Railways
Roads
Rivers
PACIFIC OCEAN
BOLIVIA
CHILE
LAKE TITICACA
LIMA
Callao
Chorrillos
Lurin
Pucusana
Chilca
Lagunas
Cerro Azul
Cañete
Tambo de Mora
Pisco
Huacachina
Ica
Palpa
Nazca
San Juan
Lomas
Chala
Atico Pto
Ocoña
Camana
Quilca
Mollendo
Pampa Blanca
Ilo
Camiara
Tomasiri
Arica
Tacna
Concordia
Pachacamac
Chosica
Matucana
Anticona Pass
La Oroya
Junín
To Cerro de Pasco
S. Mateo
Morococha
Jauja
Huancayo
Concepcion
Chincha
La Mejorada
Anco
Huancavelica
Pte Alcomachay
Huanta
Ayacucho
La Vega
Pte Pajonal
Chincheros
Ocros
Aridahuaylas
Pamachiri
Pugnio
Abancay
Anta
Cuzco
Huambutio
Urcos
To Puerto Maldonado
Machu Picchu
Huadquiña
S. Pedro
Sicuani
Marangani
La Raya
Sta. Rosa
Ayaviri
To Limbani
Tirapata
Lampa
To Azángaro
Juliaca
Huancané
Chucuito
Puno
Vilque
Conaviri
Pati
Torata
Moquegua
Montalvo
Locumba
Loripongo
Ilave
Juli
Pomata
Yunguyo
Tarata
Sama
Desaguadero
Sumbay
Imata
Crucero Alto
Vitor
Arequipa
Tambo
Chili
Majes
Siguas
Ocoña
Atico
Chala
Yauca
Acari
Nazca
Palpa
Ica
Pisco
Chincha
Cañete
Lurin
Chilca
Pucusana
Callao
Chosica
Matucana
Anticona Pass
Junín
La Oroya
Jauja
Huancayo
Ayacucho
Abancay
Cuzco
Sicuani
Juliaca
Puno
Moquegua
Tacna
Arica
Chala
Nazca
Ica
Lima
Callao
Chilca
Pisco

and excursions by boat to islands off-shore and to the Paracas Necropolis: the burial place of a civilization which flourished here 1,600 years ago. *Hotel Paracas*, facing the bay, is a good centre for excursions ; it has tennis courts, an open-air swimming pool, and a 9-hole golf course.

A Peruvian Corporation railway and the Pan-American Highway run 45 miles S to **Ica,** on the Ica river ; population, 21,280. The town lives by its cotton plantations, vineyards and sheep farming and the industries depending upon them : ginning mills, wine bodegas, textile and oil mills. An interesting archaeological museum. A large scale project to divert the waters of the Choclococha and Orococha lakes from the Amazonian side of the Andes into the Ica river by a tunnel through the continental divide will be completed in 1958. The lakes are at an altitude of 13,000 ft. The tunnel is over 10,000 yards long. It will irrigate 24,000 hectares in the Ica valley.

Hotels : Colón ; Borjas ; Imperial ; Bolívar.

Quite near Ica are three summer resorts : La Guega, La Victoria, and **Huacachina,** 3 miles from Ica and by far the best of them. The luxurious *Hotel Mossone* (4 hours' drive from Lima), is at the eastern end of the Huacachina lagoon, whose vivid green water is strongly alkaline and has a disagreeable smell, but cures many skin diseases and mitigates—more doubtfully—the pains of rheumatism and arthritis. But the place, with its strong contrasts of sand dunes and water, is more a recreational centre than a health resort.

The Southern Oases S of Ica to the Chilean frontier produce enough to support themselves, but little more. The highlands grow increasingly arid and the coast more rugged. There are only thin ribbons of cultivable lands along valley bottoms, and most of these can be irrigated only in their upper reaches. Most of the inhabitants are Indians. But there are two exceptions : the large and well-watered oasis centering upon Arequipa, and the smaller oasis of the river Moquegua further S. Matarani and Mollendo are the ports for the first and Ilo for the second.

From Ica the Pan-American Highway runs 87 miles S to **Nasca,** a small colonial town of 18,000 people set in a green valley amongst a perimeter of mountains, 294 miles from Lima. A wide stretch of rolling desert circles the green valley. Its altitude of 2,027 feet puts Nasca just above any fog which may drift in from the sea : the sun blazes all the year round by day and the nights are crisp. Its beauty and climate bring many visitors from Lima.

The Nascas had a highly developed civilization which reached its peak about 800 A.D. Their exquisitely decorated ceramics and their wood carvings and adornments of gold are on display in the museums of the world. The Nasca Municipality's own museum has a small but fine collection. The valley is full of ruins, temples, and cemeteries. The most accessible is the Temple of the Sun, locally called Paredones, two Ks. down the Puquio road. And at the edge of the town is the Reservoir of Bisambra, whose water was led by Nasca engineers through underground aquaducts—many still in use—to water the land.

From a point 25 miles beyond Nasca along the Pan-American Highway a branch road (24 miles) runs to the port of **San Juan,** built to ship iron ores from the Marcona field, 18 miles from the port. San Juan, 344 miles S of Lima, is a beautiful deep water bay sheltered by land on three sides.

Hotel : State Tourist Hotel.

The Highway continues through many small ports : Lomas, Chala (*State Tourist Hotel*), Atico, Ocoña, and Camaná (330 miles from Nasca),

each at the mouth of a river. Camaná (*State Tourist Hotel*), a picturesque little town, is 3 miles inland and sends its products to the small port of Quilca, S on Río Vitor. The Pan-American Highway swings inland from Camaná; at Repartición, 83 miles from Camaná, it bifurcates: one branch runs through Arequipa into the Highlands; another leads S to the Chilean border. From this latter road a branch leads off from La Joya to Mollendo and Matarani.

Mollendo, an ill-protected open roadstead, until lately the only port of entry for Arequipa and the Cuzco highlands, has now an alternative port, Matarani, 9 miles N. Population, 12,500. In the poorer section there is a Malecon with a sheer drop from the high bluff to the sea-pounded rocks below. S of this cliff a beautiful sandy beach stretches down the coast. Mollendo now depends partly upon the summer attraction of this beach and partly upon the 15,000 hectares of irrigated land in the nearby Tambo valley. Local industries are brick-making and fishing. On the coast, a few miles SE by road, is the rapidly growing fashionable summer resort of MEJÍA.

Hotel: Astoria.

Cables: West Coast of America Telegraph Co., Ltd. (British) at railway station.

South-bound passengers wishing to see Cuzco or La Paz, the capital of Bolivia, disembark at Mollendo and go by rail through Arequipa to Juliaca. The line goes on to Cuzco, but there is a branch line from Juliaca to Puno, from which steamers cross Lake Titicaca to Guaquí, terminus of a railway to La Paz. They can return to the Pacific coast at Mollendo, Arica or Antofagasta, or go by train to Buenos Aires (2,100 miles). The voyage S can be continued by another vessel; or possibly the same steamer caught on its N.-bound voyage.

Steamers :—3-weekly to Liverpool. An outward and homeward port of call for all P.S.N.C. passenger vessels. There are 3-weekly sailings to New York *via* Havana, Key West or New Orleans; there are other sailings to N and S weekly by local steamers. Grace Line have 3/5 sailings N to New York and S to Valparaiso each month.

Matarani, the new port 9 miles N, is enclosed by two breakwaters, one of 657 metres on the S, and one of 146 metres on the N. A 38-mile railway runs to La Joya, on the line from Mollendo to Arequipa.

The railway journey from Matarani or Mollendo to Arequipa and Juliaca, and from there to Puno, on Lake Titicaca, or to Cuzco, will be described later.

The Pan-American Highway runs S from La Joya through Moquegua to Tacna and to Arica (Chile). **Moquegua,** (156 miles from Arequipa), population of 3,885, mostly Indian, is a small town of winding, cobblestone streets at 4,500 feet in the narrow valley of the Moquegua river. Most of the valley below the city grows grapes—there are 15 wineries at Moquegua—and the upper part grows avocados (*paltas*), wheat, maize, potatoes, some cotton, and fruits. Climate: semi-tropical. Its few exports—paltas and wine—go by a 60-mile railway to the port of **Ilo** (population, 2,000). C.S.A.V. and C.P.V. coasting steamers call weekly.

The Southern Peru Mining Company is developing its copper property at Toquepala, SE of Moquegua (110 miles NE of Ilo) at an altitude of 10,000 feet, and at Quellaveco, 44 miles E of Moquegua, and Cuajones. The Cerro de Pasco Corporation is also developing its copper deposits at Cuajones, 35 miles NE of Moquegua. All exports will be through Ilo.

Moquegua Hotels: Moquegua; Los Limoneros.

Tacna, at 1,800 ft., and backed by the snow-capped peak of Tacora, is 102 miles S of Moquegua by Pan-American Highway, 26 miles from Chile, and 40 from the international port of Arica, Chile, through which its imports are duty free. The railway to Arica was the second built in South America. Above the city, on the heights, is the Campo de la Alianza, scene of a bloody defeat by Chile in 1880.

Tacna was in Chilean hands from 1880 to 1929. In an unsuccessful attempt to Chileanise the city so many schools were built that Tacna has the highest literacy rate in Peru. Of late Tacna has been completely transformed : all streets are paved ; there is an excellent water system ; handsome modern schools and housing estates have been built as well as a stadium to seat 10,000 people, an airport, (at kilom. 4 on the Tacna-Arica Highway, suitable for jet planes), and the best hospital in Peru. Around the city the tawny desert is giving way to green fields as an expanding web of irrigation canals brings water. The cathedral, begun 1872, has been completed. The road E to Bolivia is still in a poor state.

Hotels : State Tourist, with gardens and fine swimming pool ; Odam

Club : Unión de Tacna.

Cables : All America Cables & Radio, Inc., Calle San Martín, 482.

Mollendo-Arequipa-Juliaca-Cuzco : The Southern Railway rises to the Highlands by a gradual, easy grade which requires no switchbacks and only one tunnel. The sea is left behind, a steady climb begins, winding in, out and around the desert foothills. Tambo Valley comes into view on the right and miles of fields with alfafa, sugar cane and cotton contrast with the barren slopes on the left.

The ash-grey sand dunes near **La Joya,** where the lines from Mollendo and Matarani converge on a broad level plateau about half way to Arequipa, are unique in appearance and formation. All are crescent shaped and of varying sizes, from 20 to a 100 ft. across and from 6 to 15 ft. high, with the points of the crescent on the leeward side. The sand is slowly blown up the convex side, drifts down into the hollow side, and the dunes move about 50 feet a year.

Arequipa, 107 rail miles from Mollendo (123 from Matarani) and 91 by road, stands at 7,500 feet in a beautiful valley at the foot of El Misti, otherwise known as El Volcan de Arequipa. This is a snow-capped, perfect cone, 19,200 ft. high, guarded on either side by Chachani (20,000 ft.), and Pichu-Pichu (18,600 ft.). The city has quaint old Spanish buildings and many ancient and interesting churches built of " sillar," a pearly white volcanic material almost exclusively used in the construction of the town. It was re-founded on August 15, 1540, by an emissary of Pizarro's, but even at that date it was an old Inca city. Its main churches are the huge, twin-towered Cathedral on the Plaza de Armas and the nearby small Jesuit church of La Compañía (1698), as elaborate as the Cathedral is simple. The churches of San Francisco, San Agustín, La Merced and Santo Domingo are all well worth seeing. Spanish wealth was early lavished on magnificent mansions also. The Gibbs-Ricketts house (now offices), with its fine portal and puma-head waterspouts, and the Casa de Moral, or Williams house, are good examples.

Arequipa, second city of Peru, population, 130,000, is the centre of the important S Peruvian zone, and an extremely busy commercial town. In the streets laden llamas intermingle with automobiles and electric trams. Indians from the surrounding countryside are all picturesquely dressed. The climate is delightful, with a mean temperature before sundown of 74°F., and after sundown of

58°F. The weather is ideal between April and September. The sun shines on 360 days of the year.

The flowered Plaza de Armas is faced on three sides by Moorish buildings and arcades, and on the fourth by the Cathedral. Many narrow, cobbled streets lead away from this centre. Other places worth seeing are the delightful Jardín Lucioni with its ivy-covered walls and great trees, and the central market. At the Portal de Flores in the central plaza Indians weave their beautiful alpaca rugs. The city's other speciality is leatherwork. Outside the city, at Selva Alegre (where the Tourist Hotel is), hundreds of people spend Sunday on the grass under young eucalyptus trees and children row small boats on artificial lakes : a gay scene.

Industries : Large woollen mill, textiles, leather, soap and candles, canning, flour, brewing, evaporated and condensed milk.

Points of Interest : Cathedral, founded 1612, largely rebuilt 19th century ; La Compañía (Jesuit) 17th century Church ; Puente Bolívar ; Hospital Goyeneche ; the Orphanage ; Jardín Lucioni ; the Charcani Electric Plant, in a gorge between Misti and Chachani.

Hotels :—

Name.	Address.	Cable.	Beds.
Quinta Bates ..	Calle Jerusalem 604 ..	Bates	22
State Tourist Hotel ..	Outside City	Arequipa ..	112
Hotel Sucre	Calle Sucre 207 ..	Hotel Sucre ..	70
Pensión Wagner ..	San Agustin 115 ..	Wagner ..	28
Pensión Somocurico ..	Calle Sucre 213 ..	Pensomo ..	32
Pensión Brunn ..	Sta. Catalina 202 ..	Pensión Brunn	14
Hotel Maccera ..	Mercaderes 231 ..	Maccera ..	80

Clubs : Club Arequipa ; Golf Club ; Peruvian-British Cultural Association ; North American Cultural Institute ; International Club ; Club Hipico Los Leones (riding club).

Taxi Fares : S.6.00 an hour within the town ; S.12.00 in the country.

British Consulate : Calle Palacio Viejo 204 (30 Piso), Casilla Postal 153.

Cables : West Coast of America Telegraph Co., Ltd. (British), Esquina San Francisco, Moral, 201.

Sports : Two public Stadiums, a Racecourse, several Swimming Pools, Tennis Courts and Golf Links (18 holes). The Arequipa Golf Club welcomes visitors from abroad. Riding is very popular. There are bullfights, and elaborate occasional firework displays.

To and from Lima, by road, 688 miles. Collectivos, very fast, take 12 hours, and cost S150. Buses take 16 hours and cost S100.

Rail : To Mollendo, daily except Sunday, leave 8.30 a.m., arrive 12.45 p.m.; to Puno, Mondays, Wednesdays and Fridays, with connections to Cuzco *via* Juliaca on Tuesdays, Thursdays and Saturdays ; connections with Lake Steamer to La Paz on Mondays and Wednesdays at Puno.

Excursions : Tingo Swimming Bath and countryside ; the quaint hillside village of **Caima,** with delightful 18th century church and splendid views from the roof; the Tiabaya Valley ; Sabandia Swimming Bath and countryside ; then the three famous Thermal Baths surrounding Arequipa : **Jesús** (½-hour by motor, on the slopes of Pichu-Pichu) ; **Yura** (1½ hours by railway and motor, 1 hour by motor) 18 miles from Arequipa, in a small valley on the W. slopes of Chachani ; (*Gran Hotel de las Termas de Yura* ; *State Tourist Hotel*) ; and **Socosani** (1½ hours by rail and motor, 1½ hours by motor), 25 miles from Arequipa, in a beautiful small valley SW of Chachani, with a modern hotel providing meals and Socosani Water ; sports in Socosani : tennis, bowls.

The early morning scene as the train winds its way up the valley towards Juliaca is enchanting. In the foreground are irrigated fields of alfalfa, wheat and other grains. Winding around the volcanoes Misti and Chachani the train climbs steadily past Yura and Socosani and Pampa de Arrieros, where Indians sell oranges, until the highest point, 14,688 feet, is reached at Crucero Alto. The first mountain lakes appear soon after crossing the summit. The two largest are Lagunillas and Saracocha. They are very pretty and both come into sight at the same time from opposite sides of the train, which winds along their margins for nearly an hour. The mountain sides and canyons are dotted with flocks of sheep, llamas, alpacas and occasional vicuñas. As the descent continues streams become more plentiful.

The scene changes in a few hours from desolate mountain peaks to fertile pampa carrying a fairly populous agricultural community. The trains arrive in the evening at Juliaca, where passengers to Cuzco spend the night. Indian women in brilliantly coloured costumes sell equally brilliant knitted garments at the station.

Juliaca, 189 miles from Arequipa, at 12,550 feet, has a population mostly Indian, of 8,000. It is the highland centre for wool and hides and has many tanneries. On the huge Plaza Melgar, several blocks from the main part of the town, is an interesting colonial church. Large and colourful Sunday market in the Plaza.

Hotels : Not good. If forced to stay the night go on to Puno by road or rail.

There is a 30-mile railway from Juliaca to Puno, and another to Cuzco (210 miles). **Puno,** capital of its department, altitude 12,648 feet, population 15,880, is on the NW shore of Lake Titicaca. From the mole the *Ollanta* makes the twelve-hour crossing to Guaquí every Monday and Wednesday night, returning on Tuesday and Thursday night. The boat leaves Puno at 7.00 p.m. A train for La Paz connects with the steamers at Guaquí. From Puno to La Paz is 171 miles. For the various steamers on Lake Titicaca, see Information for Passengers, Bolivia.

Hotel : State Tourist Hotel.

Roads : To Guaquí, along the western side of the lake ; to Cuzco ; to Arequipa.

On the way from Juliaca to Cuzco every available spot has been cultivated. Flocks of sheep, llamas and alpacas are seen, herded always by Indian women, who are in full tide at the stations selling the specialities of the region : pottery at Pucará, fur caps, furs and rugs at Sicuani, things to eat at all. Lunch for those passengers who are not in the buffet car is at Ayaviri. At La Raya, the highest spot (100 miles from Juliaca ; 14,153 ft.), water flows in one direction to Lake Titicaca or the Pacific, in the other into the tributaries of the Amazon to reach the Atlantic. Breathing may be a little difficult, but the descent along the river Vilcanota is rapid. The valley widens gradually, and the panorama of snow-capped peaks, tall mountains, green pastures and woods is superb.

The next stop is at the little station of Aguas Calientes : to the left of the line are steaming pools of boiling water. At Maranganí, the river is wider, the fields greener : the Maranganí woollen factory is at the next stop, Chectuyoc, with groves of eucalyptus trees in the background. Some 24 miles beyond the divide is the agricultural centre of Sicuani, where women sell llama rugs for a few soles. N of **Sicuani** we see the first Inca ruins at Tinta, where the fields are gorgeous with California golden poppies and lupins. The highway now building from Cuzco E to Puerto Maldonado, on the Madre de Dios river, passes through Urcos.

The Vilcanota now plunges into a gorge, but the train winds above it and round the side of the mountain. More small stops with strangely alien names, and we come to Casipata, with the large Cuzco Flour Mill against a background of green maize and a small forest on the hill. Rumichaca has a large stone quarry. At Huambutio we turn left to follow the river Huatanay—the Vilcanota here widens into the great Urubamba canyon, flanked on both sides by high cliffs, on its way to join the Ucayali, a tributary of the Amazon. We are now 20 miles from Cuzco ; dusk is falling. Around us is the rugged Sierra : the mountain rocks purple and red, cacti lifting their long fingers and grey moss hanging like a tattered veil from cliffs and

shrubs. But Scotch broom trees add a note of cheerful yellow, and we come out into the valley head with its gnarled pepper trees and rain-swept green meadows. Cuzco is just beyond.

Cuzco, once the capital of the Inca Empire, stands at 11,440 feet. Its 45,230 inhabitants are mostly Indian, though many old families of pure Spanish descent live in and around the city, which is remarkable for its many colonial churches, monasteries and convents, and for its extensive Inca ruins. Laws exist to prevent the export of antiquities—pottery, mummies, colonial or Incan silver or gold ware and church furniture—by predatory tourists.

Almost every street has remains of Incaic walls, arches and doorways. The city was once surrounded by a wall ; enough remains to show its course. Many streets are lined with perfect stonework, now serving as foundations for rude adobe dwellings. This ancient stonework has one distinguishing feature : every wall has a perfect line of inclination, towards the centre, from bottom to top. In the language of the stonemason, they are " battered ", with each corner rounded. The circular stonework of the Temple of the Sun, for example, is probably unequalled in the world. Centuries of earthquakes have not disturbed it, save for one diagonal crack.

History : Cuzco was the capital of the Incas—one of the greatest planned societies the world has known—from its rise towards the end of the 11th century to its death in the early 16th century. As we have seen in the " History of Peru," it was solidly based on other Peruvian civilizations which had attained great skill in the weaving of textiles, in the arts of building, of making ceramics and of working in metal. Immemorially, the political structure of the Andean Indian had been the *ayllu,* the village community ; it had its divine ancestor, worshipped household gods, was closely knit by ties of blood to the family and by economic necessity to the land, which was held in common. Submission to the ayllu was absolute, because it was only by such discipline that food could be gained in an unsympathetic environment. All the domestic animals—the llama and the alpaca and the dog—had long been tamed, and the great staple crops—maize and potatoes—established. What the Incas did—and it was a magnificent feat—was to conquer enormous territories and impose upon the variety of ayllus, through an unchallengeable central government, a spiritual and economic submission to the state. The common religion, already developed by the Classical Tiahuanaco culture, was worship of the Sun, whose vice-regent on earth was the absolute Sapa Inca. Around him, in the capital, was a religious and secular elite which never froze into a caste because it was open to talent : to distinguish it from the mass the priests and administrators and generals were allowed to wear ear pendants, and even to hold as private property those gifts of land or llamas granted for services rendered by the Sapa Inca. The elite was often recruited from chieftains defeated by the Incas : an effective way of mastering local information. The mass of the people were subjected to rigorous planning. They were allotted land to work, for their group and for the State ; set various tasks—the making of textiles, pottery, arms for the forces, ropes, etc.—from primary materials supplied by the functionaries, or used in enlarging the area of cultivation by building terraces on the hill-sides. Their political organisation was simple but effective. The family, and not the individual, was the unit. Families were grouped in unities of 10, 100, 500, 1,000, 10,000 and 40,000, each group with a leader responsible to the next largest group. The Sapa Inca crowned the political edifice ; his four immediate counsellors were those to whom had been allotted responsibility for the northern, southern, eastern and western areas of the empire.

Equilibrium between production and consumption, in the absence of a free price mechanism, must depend heavily upon statistical information. This the Incas raised to a high degree of efficiency by means of its quipus : a decimal system of recording numbers by knots in cords. Seasonal variations were guarded against by creating a system of state barns in which provender could be stored during years of plenty to be used in years of scarcity. Statistical efficiency alone necessitated that no one should be permitted to leave his home or his work. The loss of personal liberty was the price paid by the masses for economic security. In order to obtain information and to transmit orders quickly the Incas built magnificent roads along which couriers sped on foot. The whole system of rigorous control was completed

by the greatest of all their monarchs, Pachacutec (1400-48). He even imposed a common language, the quechua, as a further cementing force. After him nothing remained to be done save further conquest, and they conquered the whole of Bolivia, northern Argentina, northern and central Chile, and Ecuador by the end. The empire grew too large to be easily controlled from one centre, and the last of the great emperors, Huayna Capac, made the fatal mistake of dividing his realm between his two sons, one reigning from Quito and the other from Cuzco. It can well be understood that a people unaccustomed to think or act for itself should have been helpless when the elite was destroyed by the Spaniards. With the murder of the man-god Atahualpa the state died. To this day the Indian seems sunk in a dream from which he cannot be awakened.

The City today : On May 21, 1950, an earthquake, almost as bad as the earthquake of 1650, damaged all the churches and 90 per cent. of the dwellings. The Government is reconstructing all the churches into what they were before 1650, when many of the buildings were " modernised." Some have now been reopened.

The heart of the city, as in Inca days, is the **Plaza de Armas :** on feast days the Incas brought out their mummies from the Temple of the Sun and ranged them in rows beside the reigning Inca. The square has witnessed the execution of Incas in revolt, of conquistador by conquistador, and of rebels during the war of independence. In the centre is the statue of an Indian. Around the square are colonial arcades and four churches. To the E is the **Cathedral,** (early 17th century, in renaissance style), built on the site of the Temple of Viracocha. The high altar is silvered and there is a painting of Christ attributed to Van Dyck. The elaborate pulpit, the gold monstrance with jewel-encrusted figurines, the choir and the sacristy are notable. Doors from the Cathedral open into Jesús María and El Triunfo, which has a fine granite altar and a statue of the Virgin of the Descent, reputed to have helped the Spaniards repel Inca Manco when he besieged the city in 1536.

On the S side of the plaza is the most beautiful church in Peru : **La Compañia de Jesús,** built on the site of the Temple of the Serpents (Amaru-cancha) in the late 17th century. Its twin-towered exterior is extremely graceful, and the interior rich in fine murals, paintings and carved altars. Cuzco University, now in the Jesuit's house, is to be moved outside the City.

Three outstanding churches are La Merced, San Francisco, and Belén de los Reyes. **La Merced** is in a side street SW of Plaza de Armas ; first built, 1534 ; rebuilt late 17th century ; attached is a very fine monastery, with an exquisite cloister. Inside the church are buried Gonzalo Pizarro, half-brother of Francisco, and the two Almagros, father and son. Their tombs were discovered in 1946. The church is most famous for its jewelled monstrance, a masterpiece of goldsmith work encrusted with jewellery. **San Francisco** (3 blocks SW of the Plaza de Armas), is an austere small church reflecting many Indian influences. Its monastery is now being rebuilt. **Belén de los Reyes** (in the southern outskirts) was built by an Indian in the 17th century ; a gorgeous main altar, with silver embellishments at the centre and gold-washed retables at the sides. Domingo (SE of the main Plaza) was built in the 17th century on the walls of the Temple of the Sun and from its stones. San Pedro (in front of the market) was built in 1688, its two towers from stones brought from Machu-Pichu.

San Sebastián, an interesting church with a baroque facade, is in the little village of San Sebastián, 4 miles from Cuzco.

Much Inca stonework can be seen in the streets and more particularly in the Callejón Loreto, running SE past La Compañía de Jesús from the main plaza : the walls of the House of the Women of the Sun are on one side, and of the Temple of the Serpents on the other. There are ancient remains in Calle San Agustín, to the NE of the plaza. What is left of the Temple of the Sun and its five great halls lies beyond the Callejón Loreto : on part of its walls is San Domingo. The Temple of the Sun was awarded to Juan Pizarro, the younger brother of Francisco. He willed it to the Dominicans after he had been fatally wounded in the Sacsahuamán siege. The temples of the Stars and of the Moon are still more or less intact.

There is some magnificent walling in the ruined fortress of **Sacsahuamán,** on a hill in the northern outskirts. Here was the parade ground. Carved out of the solid rock is the throne on which the Inca sat whilst reviewing the troops : broad steps lead to it from either side. Near-by is the Inca's Bath. Up the hill is an ancient rock slide for children : the Rodadero.

Several notable **palaces,** most of them built upon and incorporating older Inca dwellings, suffered terribly in the 1950 earthquake. The Palacio del Almirante, just N of the Plaza de Armas, is impressive. Nearby, in a small square, is the colonial House of San Borja, where Bolívar stayed after the Battle of Ayacucho. The Concha Palace (on Calle Santa Catalina), with its finely carved balcony, is now used by a business firm. So also is the Palace of the Marquis of Valleumbroso (3 blocks SW of the Plaza de Armas) ; there is—or was—an interesting museum on the upper floor. The Bishop's Palace (two blocks NE of Plaza de Armas), was built on the site of the palace occupied in 1400 by the Inca Roca and was formerly the home of the Marqueses de Buena Vista. Those who know the great chronicles of Garcilaso de la Vega will visit Valverde House (near La Merced), where he was born and where his father lived in great magnificence with his concubine, an Inca princess and a niece of the Inca Huayna Capac.

Carnival : June 24 ; dance and song and the pageant of Inti Raymi enacted at the fortress of Sacsahuman.

Hotels : State Tourist Hotel ; Continental ; Ferrocarril ; El Rosedal.

Cables : West Coast of America Telegraph Co. (British), at Railway Station.

Motor Roads : To Juliaca and Puno ; to Arequipa ; to Lima (600 miles). Road being built Cuzco-Urcos-Maldonado, on the Madre de Dios, 329 miles , 200 miles open.

Rail : To Juliaca and Puno, Monday, Wednesday, Friday mornings ; to Juliaca only, Saturday morning ; to Sicuani, Tuesday and Thursday. To Anta and Ollaitaitambo and Machu-Picchu.

Excursions : Cuzco is at the W end of the gently sloping Cuzco valley, which stretches 20 miles east as far as Huambutio. This valley, and the partly isolated basin of Anta, NW of Cuzco, are densely populated. Also densely populated with tenant farmers growing grains for local consumption is the Urubamba Valley, stretching from Sicuani (on the railway to Cuzco, at 13,000 feet) to the Gorge of Torontoi, 2,000 feet lower, to the NW of Cuzco. There are several ruins of Inca buildings and fortresses in the Cuzco Valley itself, especially at Piquillacta and Rumiccolca, on the shores of Lake Lucre. The non-specialist will content himself with a visit to Machu-Picchu and possibly to Ollantaitambo.

The auto-carril starts from Cuzco at 6 a.m. It reaches the heights N of the City by a series of switchbacks, and then descends to the floor of the Anta basin, with its herds of cattle. The railway goes through the Anta Canyon (6 miles), and then, at a sharp angle, the Urubamba Canyon, and descends along the river valley, flanked by high cliffs and peaks.

Ollantaitambo, 45 miles, a small town built on and out of the stones of an Inca town. Interesting exhibit in one of the houses : the pink granite Bath of the Princess (Baño de la Nusta). Ruins of Inca fort above the town are very broken, but one of the entrances still stands. In the centre is what is left of the palace.

These ruins cannot compare with those of **Machu-Picchu,** 30 miles beyond, at the terminus of the railway. Tourists now ride to the top in an automobile, and are further cossetted by a *State Tourist Hotel* from which they can explore. Here is a complete city, set on a saddle of a high mountain with terraced slopes falling away

to the Urubamba river rushing in great hairpin bends below. It is in a comparatively good state of preservation because the Spaniards never found it. For centuries it was buried in jungle, but Hiram Bingham stumbled upon it in 1911. It was then explored by an archaeological expedition sent by Yale, and with strange results : the skeletons discovered were all of women and children, and the ornaments were all feminine trinkets. Is it possible that the Virgins of the Sun fled here after the sacking of Cuzco? But the place must have had a long history before that.

The ruins—staircases, terraces, temples, palaces, towers, fountains and the famous sun-dial—require at least a day. The botanist will find the giant perennial *Calceolaria tomentosum* rearing its yellow flowers to a height of 20 feet. In the deep canyons around Cuzco the tree tobacco (*Nicotiana tomentosa*) grows in hundreds.

The railway goes on another 20 kilometres, and a bus goes on another 40 kilometres to the small town of Quillabamba, where there is a Dominican Mission.

Note : Most tourists pay S162 for a one-day guided trip to Machu-Picchu by autocarril, which takes 4 hours. The ordinary train takes 6 hours but costs only S13 each way. A bus from the hotel meets the trains.

Pisac, 12 miles N of Cuzco by car, is built on the crest of a sharp ridge, high above the river valley : an impregnable fortress. It has a most colourful Sunday morning market and picturesque Indian processions to Mass, during which, and afterwards, music is played on strange Indian instruments.

EAST OF LIMA.

Lima-Oroya-Huancayo : Two trains daily except Sundays : 7 a.m., arriving Oroya 1.42 p.m., and Huancayo 4.52 p.m. Also 7.45 a.m., arriving Oroya 2.42 p.m., and Huancayo 6.15 p.m. Return journey : Huancayo 6.20 a.m., Oroya 9.24 a.m., Lima 3.21 p.m., Huancayo 7.25 a.m., Oroya 10.50 a.m., Lima 5.50 p.m.

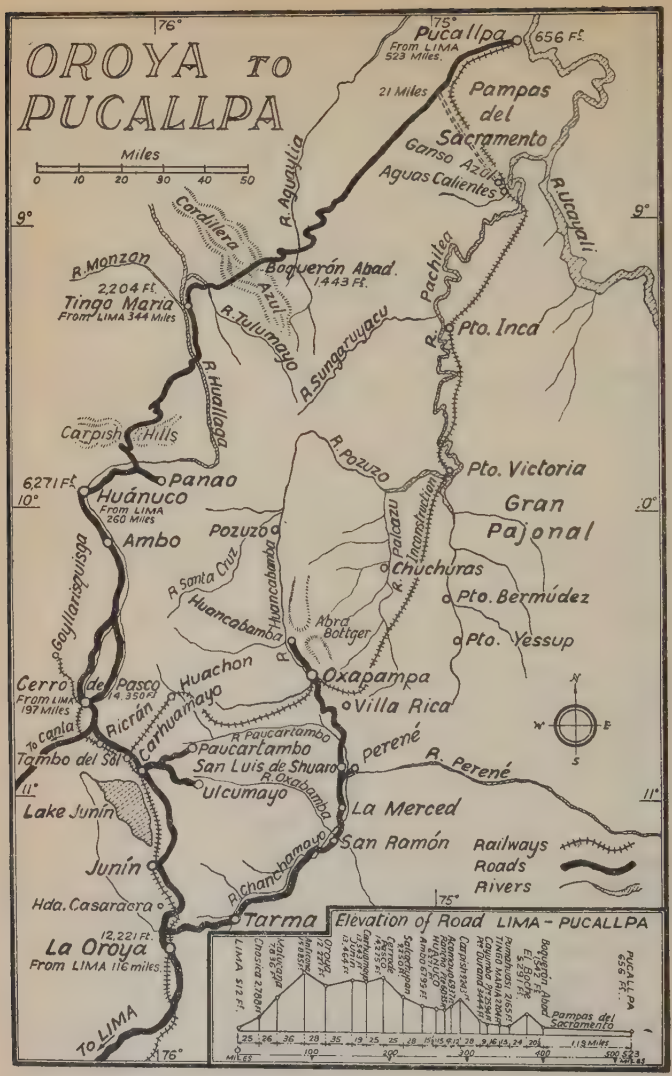
The Canadian owned Central Railway from Callao to Oroya and on to Huancayo (260 miles), is one of the wonders of Latin America. It reaches the greatest altitude of any standard gauge railway in the world : 15,806 feet 9 inches above sea-level, 107½ miles from Callao. The ruling grade is about 4½ per cent. Along the whole of its length it traverses 68 tunnels, 55 bridges, and 22 zig-zags where the steep mountainside permits no other way of scaling or descending it. It is by far the most important railway in the country, and the views during the ascent are beyond compare. Much of the most picturesque scenery is during the 74-mile journey between Lima and Río Blanco (11,500 feet), to which Sunday excursions are run. Galera, the highest station in the world (15,693 feet), is 98 miles from Lima. The line, built in 1902, was the masterpiece of a great American railway engineer, Henry Meiggs.

The line crosses and re-crosses the River Rimac, whose course it follows. At Los Angeles the hills seem to close ranks to block our way, but the valley soon opens up again.

Chosica (30 miles), the real starting place for the mountains, is at 2,800 ft., and is a popular winter resort because it is above the cloud-bank covering Lima from May to October. Three trains a day and frequent buses. Beyond the town looms a precipitous range of hills almost overhanging the streets. Up picturesque Santa Eulalia valley off the Rimac valley are the Central Fruit Culture Nurseries.

Hotels : Villa del Sol ; Gran Hotel de la Estación ; La Quinta Pensión ; Hostería.

For a while, beyond Chosica, each successive valley seems to be greener, with a greater variety of trees and flowers. At **San Bartolomé** (5,000 feet), the platform is crowded with local fruit sellers, the women in bright shawls, skirts, and black and white panamas. The first zig-zags begin here. Then the train passes through tunnels and over bridges to the next canyon, where there are more zig-zags. Sometimes the train seems airborne over the


OROYA TO PUCALLPA
Miles
0 10 20 30 40 50
Pucallpa
656 Ft.
From LIMA 523 Miles.
21 Miles
Pampas del Sacramento
Ganso Azul
Aguas Calientes
R. Aguaytia
R. Ucayali
Cordillera
R. Monzan
2,204 Ft.
Tingo Maria
From LIMA 344 Miles
Boquerón Abad.
1,443 Ft.
R. Azul
R. Tulumayo
R. Sungaruyacu
R. Pachitea
Pto. Inca
R. Huallaga
Carpish Hills
6271 Ft.
Huánuco
From LIMA 260 Miles
Panao
R. Pozuzo
Pto. Victoria
Gran Pajonal
Ambo
Pozuzo
R. Palcazu
R. Huancabamba
R. Santa Cruz
Huancabamba
Chuchuras
Pto. Bermúdez
Abra Bottger
Pto. Yessup
Goyllarisquisga
Cerro de Pasco
14,350 Ft.
From LIMA 197 Miles
Huachon
Oxapampa
Villa Rica
To Canta
Ricrán
Carhuamayo
R. Paucartambo
Paucartambo
Tambo del Sol
San Luis de Shuaro
R. Oxabamba
Perené
R. Perené
Ulcumayo
Lake Junin
La Merced
San Ramón
Railways
Roads
Rivers
Junín
R. Chanchamayo
Hda. Casaracra
Tarma
Elevation of Road LIMA - PUCALLPA
La Oroya
12,221 Ft.
From LIMA 116 miles
TO LIMA
76°
75°
9°
10°
11°

valley and the road far below : each turn brings a fresh view of the tremendous mountains. **Matucana,** 17 miles beyond San Bartolomé, at 7,840 ft., is a small village set in wild scenery. Beyond it is Infiernillo (Little Hell) Canyon, to which car excursions are made from Lima. At **Tamboraque** (9,871 feet) are the first of the mountain mines, with its overhead cables and smelter down a gorge. Climbing always, we pass **San Mateo,** where the Agua Mineral San Mateo comes from. Between Río Blanco and Chiclo (a rise from 11 to 12,000 feet), the ancient Inca contour-terraces can be seen quite clearly.

Casapalca (13,625 feet) is a busy little town developed by the C.P.C. ; its smelters lie huddled at the foot of a deep gorge. The climb to the dizzy heights beyond ends in a glorious view of the highest peaks. Soon we see the large metal flag of Peru at the top of Mount Meiggs, not by any means the highest in the area, but through it runs Galera Tunnel, 1,285 yards long. Ticlio station, at the mouth of the tunnel, is on one side of a kind of crater in which lies a dark, still lake ; the station serves the lead and zinc mines of the Volcan Company. At Ticlio the line bifurcates : we go through our tunnel to Oroya ; the other line goes through a separate tunnel to (9 miles) **Morococha,** where there are important mines. The highest point reached by the railway (15,806 feet, 9 inches) is inside the tunnel of this latter line. The line we are travelling by reaches 15,693 feet in the Galera tunnel.

A motor coach leaves Ticlio daily except Sundays at 1.30 p.m., arriving Morococha 2 p.m. The return journey, same days, 11.45 a.m., arriving Ticlio 12.15 p.m.

Beyond the tunnel zig-zags bring us down to **Yauli** (13,588 feet), memorable for a brilliant glacier high above dingy, black, corrugated-iron roofs in a stony valley. The next station, Mahr Tunnel, is not a railway tunnel ; it carries water drained from the Corporation's mines at Morococha. Left is the ugliness inseparable from mining ; right is a wide expanse of brown moors with cold, small mountain tarns and herds of grazing llamas.

Oroya, with its smoke-blackened smelters, ugly slag heaps and bleak hills, looks like a nightmare. This is the large smelting centre of the C.P.C., Population : 15,000, many of them American mining officials : staff H.Q. is at Chulec, several Ks. above the smelter. Oroya is at the fork of the Yauli and Mantaro rivers at 14,935 feet.

Hotels : Junín ; Mauro ; Wilson ; Mercantil.

Railway : N to Tambo del Sol and Cerro de Pasco ; S to Huancayo and Huancavelica ; W to Lima and Callao.

Roads : S to Huancayo, Ayacucho, and Cuzco ; N to Cerro de Pasco and on to Pucallpa ; E to Tarma, San Ramón, the Perené colony, and Oxapampa ; W to Lima (5 hours).

The country beyond as we follow the Mantaro S is a strange, unearthly, dead country with grim rock formations. The valley presently widens, and is strewn with pebbles. At **Huari** we enter a rich valley. From the next village, **Pachacayo** (11,600 ft.), a C.P.C. railway runs 50 miles W to Chaucha ; there is a 9-mile aerial tramway from Chaucha to the Yauricocha mine. This picturesque line crosses the continental divide in two places and reaches 15,500 ft. at one spot. Passenger coach added to freight train on alternate weekdays.

The next important stop on the main line is Jauja, 50 miles from Oroya, 8,400 inhabitants, a resort for tuberculous patients ; 3 Ks. from the large village of Concepción is the *Huaychulo Hotel,* a favourite for coast dwellers in quest of bracing mountain air. A few miles further on—77 miles from Oroya—is

Huancayo, an old market town and capital of Junín Department. Elevation : 10,690 feet ; population : 20,000. The inhabitants of the valley, which produces some 40 per cent. of all Peruvian wheat, are mostly Indian, though the land is owned by Europeans and mestizos. Picturesque architecture and the best Sunday market in Peru : the Indians flock to it from far and wide with an incredible range of food and rugs and blankets of llama and alpaca wool for sale. The market is almost disquietingly silent.

The colourful annual fiesta of its patron saint, the Virgin of Cocharcas, starts on September 8 ; the feasting and dancing last a week. Traditional costumes and dances are then at their best.

Not far from the town is the ancient Convent of Ocopa, with a rich library, a number of beautiful murals, and a museum of Peruvian fauna.

About 9 miles W by car, past Chupaca, is a group of buildings on the open pampa, partly surrounded by eucalyptus trees : the Geophysics Institute of Huancayo, where meteorological, seismic and cosmic ray observations are made.

Industries : Woollen mills ; artificial silk factory.

Hotels : State Tourist Hotel ; Internacional ; Colón.

Restaurant : Olímpico.

Local Service : Rail coach leaves Hauncayo daily, except Sundays, 5.05 p.m., arriving Oroya 8.05 p.m. Train leaves Huancayo Sundays only 4.50 p.m., arriving Oroya 8.54 p.m.

A state railway goes up the valley to (74 miles) **Huancavelica,** population, 8,000 ; elevation, 12,500 feet. A typical mountain town, with splendid scenery in its neighbourhood. A road which companions the railway as far as La Mejorada station goes on to Ayacucho and to Cuzco, 600 miles from Lima. There is a State Tourist Hotel at remote Abancay, on this road.

Ayacucho, capital of its Department, is 162 miles S of Huancayo : 425 miles by a roughish road from Lima, 125 by road from Cuzco, but can be reached direct by air. This old colonial city is built round Parque Sucre with the Cathedral, City Hall and Government Palace facing on to it. Its time-worn cobble stoned, romantic streets radiate from the park. The city has no less than 33 churches and a number of ruined colonial mansions. A week can be spent there and in the surroundings, which include La Qunua, site of the Battle of Ayacucho, December 9, 1824, which brought Spanish rule to an end in Peru. Altitude : 9,500 feet. Population : 18,190.

Visitors are advised to see the ancient mansion of Cristobal de Castilla y Zamorra with its suburb facade, frescoed walls, great oak doorways, carved wooden lions rampant and its beautiful paintings. Also the 17th century churches of La Compania, Santa Clara, San Agustin, Santo Domingo, San Sebastian and the Cathedral, all with magnificent gold leafed altars heavily brocaded and carved in the churrigueresque style. There is a small museum. The local fiestas are celebrated with abandon.

Hotel : Sucre.

East of Oroya : A road—not too good in places—runs E of Oroya to Tarma, La Merced, the Perené colony, and Oxapampa. From Oroya the road descends by short bends a couple of thousand feet to (35 miles) **Tarma.** Population : 7,860 ; altitude, 10,000 ft. It is a nice little flat-roofed town, well garnished with trees. Founded in 1545.

The land around grows potatoes, maize, oranges, grapes, cotton and vegetables in abundance, and livestock are raised. Tarma is a clearing house for the neighbourhood and for the tropical Chanchamayo valley to the E, with its banana forests, orange plantations and

papaya trees.

Hotels : Danieri's ; State Tourist Hotel.

Beyond Tarma, the road is steep and crooked, with few places where cars can pass one another : so there is a one-way system, cars going from Tarma one day, and coming to Tarma the next. The road drops 8,000 feet in the 49 miles between Tarma and **La Merced,** passing the great overhanging cliff known as the Balconcillo de San Lorenzo, and the vegetation changes dramatically from temperate to tropical. The heat grows as the road descends. La Merced (*Hotel San Felipe*), lies in a fertile valley growing tropical crops : cotton, coffee, sugar, oranges and bananas.

At San Luis de Shuaro, 22 miles beyond San Ramón, a branch road (right) runs up the valley of the Perené river to the large coffee plantations of the Peruvian Corporation. About 1,500 hectares are planted, and yield a crop of 10,000 quintals a year. The altitude here is only 2,310 feet.

The road has been pushed on from San Luis de Shuaro over an intervening mountain range for 35 miles to **Oxapampa,** in a fertile plain on the Huancabamba river, a tributary of the Ucayali. Population, 2,000 ; altitude, 5,886 feet. Saw-milling is the great local industry. A third of the inhabitants are the descendants of a German-Austrian community of 70 families which settled in 1859 at Pozuzo, 37 miles down stream, and spread later to Oxapampa. They are almost entirely self-supporting, but in the rainy season float balsa rafts down to Pucallpa, with which they do a little trade.

The road goes on as far as Huancabamba, 20 miles away, but it is very rough. The railway from Tambo del Sol to Pucallpa will pass through Oxapampa and bring it prosperity.

Oxapampa Hotel : Comercio.

North of Oroya : A railway, 81 miles, runs N from Oroya to Cerro de Pasco, a centre of C.P.C. mining. The route starts from the Mantaro river valley. At K.9, just below the Casraracra hacienda, a short branch runs to the Malpaso dam and powerhouse. The main line continues up the valley, through narrow canyons, to the wet and mournful Junín pampa : an obelisk marks the battlefield where the Peruvians under Bolívar defeated the Spaniards in 1824. The line follows the E shores of Lake Junín. The town of Junin, with its picturesque red-tiled roofs, stands beside its lake, whose myriads of water birds have made it famous for its shooting. Beyond, the station of Carhuamayo is the starting point of the highway to the hydroelectric plant being erected by the Corporation in the Paucartambo valley. A few miles beyond is Tambo del Sol, from which a railway is now being driven through Huachon and Oxapampa to Pucallpa, on the navigable Ucayali river. Beyond Tambo del Sol is Ricrán station, from which a railway runs W to the largest vanadium mine in the world. (The route is described later in the Economy Section under " vanadium "). The lake, the rock " forest ", and the distant snowy Andes make the trip worth while for the scenery alone. At Smelter, the coal washery, the track branches to Goyllarisquisga, a coal-mining centre, while the main track continues to Cerro de Pasco.

A 125-mile access road is being built from Cerro de Pasco NW to Antamina, where there is a deposit of 70 million tons of better than 1 per cent. copper.

Cerro de Pasco : population, 19,354 ; altitude, 14,306 feet. Copper, zinc, lead, gold and silver are extracted from ores. Coal comes from the deep canyon of Goyllarisquisga, the " place where a star fell," the highest coal mine in the world. It is 26 miles N of Cerro de Pasco and turns out 400 tons a day. The staff lives in a model village above Cerro de Pasco. Large numbers of cattle and sheep are bred on C.P.C. ranges around.

Hotels : América ; Venezia ; Huallaga ; Bolívar.

The Central Highway : There are two roads from Lima to Cerro de Pasco. One goes *via* Canta and the beautiful high pass of La Viuda (15,580 feet) and Bosque de Rocas to Cerro de Pasco ; the other—and this one is the Central Highway—accompanies the Central Railway, more or less, and goes over the Anticona Pass (15,889 feet) to Oroya. From Oroya it crosses the Junín plateau to Cerro de Pasco (81 miles), never far from the railway. From Cerro de Pasco it is continued N another 330 miles to Pucallpa, the limit of navigation for large Amazon river boats. This road has not yet been paved and is impassable during the rainy months. (See map, page 548 for its contour). It is 5 hours by road from Cerro de Pasco to Huánuco, 6 hours from Huánuco to Tingo Maria, and another 12 hours to Pucallpa.

Twelve miles beyond Cerro de Pasco it passes through the lead-zinc mining camp and mill site of the Cía Minero Atacocha ; 64 miles N of Cerro de Pasco it reaches

Huánuco, on the Upper Huallaga. Huánuco, altitude, 5,945 feet, population, 12,000, mostly Indian, is the centre of a rich agricultural area. Picturesque Sunday market.

Hotels : State Tourist Hotel ; Fiume ; Inca.

Some 15 miles beyond Huánuco the road begins a sharp climb to the heights of Carpish (9,918 feet). A descent of 38 miles brings it to the Huallaga river again ; it continues along the river to Tingo María.

Tingo María is on the middle Huallaga, in the Caja de Montaña, or edge of the jungle. Climate tropical ; annual rainfall, 140 inches. Actively colonised since 1936. Population, about 3,000. Its main street is the Central Highway. Like all frontier towns, its population is mixed : Peruvians, Italians, Chinese, some French and British. Bananas, sugar cane, coca, rubber, and tea are grown : an Agricultural Experimental Station advises the colonists. The only industries are saw-milling, and distilling. The Huallaga is wide here, and most of the produce is still shipped to Iquitos by river boat. There is no established passenger service beyond Tingo María.

Hotels : State Tourist Hotel ; Gran.

The **Huallaga river** winds northwards for 580 miles, dropping from high snow and tundra to the Amazon. The Upper Huallaga is a torrent, dropping 15.8 metres per kilometre between its source and Tingo María. The Lower Huallaga moves through an enervation of flatness, with its main port, Yurimaguas, below the last rapids and only 492 feet above the Atlantic ocean, yet distant from that ocean by over a month's run by launch and steamer. Between the Upper and the Lower lies Middle Huallaga : that third of the river which is downstream from Tingo Maria, upstream from Yurimaguas. It has only rafts of balsa wood for river traffic, and the traffic must drift north. Politically, that third of the river corresponds to the Department of San Martín, and its valleys, ridges and plateaux have been compared with Kenya, but the area is so isolated that less than a 100,000 people now live where a million might flourish. The southern part of the Middle Huallaga centres upon Tingo María for social distraction, but its balsa rafts cannot travel upstream. Down-river, beyond Bellavista, the orientation is towards **Yurimaguas,** but that town's only connection with the outside world is down the Amazon or by air :

there are no roads. There is a road from Yuimaguas *via* Moyobamba and Chiclayo to the Pacific, but it is of little use to the region. There is a fine church of the Passionist Fathers, based on the Cathedral of Burgos, Spain, at Yurimaguas, whose population is 13,000.

From Tingo María to the end of the road at Pucallpa is 185 miles, with one climb over the watershed—the Blue Cordillera—between the Huallaga and Ucayali rivers. When the road was being surveyed it was thought that the lowest pass over the Cordillera Azul was over 12,000 ft., high. But the Director of Roads and Railways chanced across an old document stating that a Father Abad had found a pass in these mountains in 1757. After a long search it was re-discovered, and the road now goes through the pass of Father Abad, a gigantic gap 2½ miles long and 6,540 feet deep. Beyond, as far as Pucallpa, is the marshy Pampa del Sacramento. About 21 miles from Pucallpa a trail leads off (right, 25 miles), to the Ganzo Azul oil field, on the Ucayali river.

Le Tourneau del Peru, Inc., is colonizing nearly a million acres in the Pampa del Sacramento, W of the confluence of the Pachitea and Ucayali rivers. It has contracted to build a branch road into the Pampa, 31 miles long, from a point between Kms. 25 and 35 from Pucallpa on the road we are travelling.

Pucallpa is on the Ucayali, navigable by vessels of 3,000 tons displacement from Iquitos, 533 nautical miles away. Population has increased from 500 in 1937 to about 15,000, but the town is still in the pioneer stage, with unpaved, unlit streets, no adequate water or sewage system. The hotels are poor. Sawmills and the extraction of rosewood oil are the only active industries ; lumber is trucked out to the Highlands and the coast. A 47-mile pipe line runs to the Ganzo Azul oilfield.

Hotels : Mercedes ; El Triunfo ; Pucallpa.

Apart from the little that goes out of the Selva by the Pucallpa-Lima road or by air, the produce of the area converges down the many rivers upon

Iquitos, capital of Loreto Department, largest and least populated in Peru. To Lima is 1,200 miles as the crow flies ; to the mouth of the Amazon is 2,300 miles. Average rainfall : 105 inches. Altitude : 350 feet. It lies, with Lake Quistococha, between two rivers ; its frontage is the Amazon, with Padre Isla island (15 Ks. by 3) in mid-stream. There is a difference of 30 feet between high and low level of the Amazon. The streets are now being paved and water supplies and drainage installed. Some buildings are faced with colourful tiles. There are good hotels, cinemas, restaurants, bars, and frequent sporting events. There is a large military garrison. An odd but universal evening amusement is bus riding : the bus companies hire musicians to entertain the passengers. The jungle provides good hunting. Visits should be paid to Belén, the native quarter ; to the Aquarium and Museum at Ramirez Hurtado, Nos. 12-14 on the Malecón ; to the Market, at the end of the Malecón. Population : 40,000.

Approaches : Most usual by boat or plane from Belem and Manaus. (Fortnightly river launches run to Yurimaguas, on the lower Huallaga). By air from Lima, 3 hours ; or by road from Lima to Pucallpa, on the Ucayali, and on by steamer to Iquitos, about 5 days. Air service to Puerto Maldonado, on the Madre de Dios river, 800 miles to the S.

Clubs : Club Social Iquitos, overlooking Plaza de Armas ; Military Casino, for all classes.

Industries, based on produce brought down from the Selva by river, are sawmilling, cotton-ginning, and the preparation of rubber.

Exports are mainly rubber, timber, cube or barbasco, balatá and tagua nuts.

Hotels : State Tourist Hotel ; Malecón, rooms only ; Alhambra.

Shipping : Booth Line to Liverpool and New York.

Cables : All America Cables & Radio, Inc. Agent : Michael Besso, Morona 16.

ECONOMY.

Agricultural produce—cotton, sugar, coffee, wool—is 48 per cent. of all exports by value ; petroleum and minerals are 44.7 per cent. Many of the petroleum and metal companies are foreign and proceeds do not return in full to the country.

Only 3.0 per cent. of Peru's superficial area of 1.3 million square kilometres are cultivated, but 62 per cent. of the country's active population are engaged on the land. Nearly all the produce for export comes from the irrigated coastal lands. The Sierra, apart from its wool, contributes little, and the Montaña even less. Agricultural production is now half as much again as it was in 1939, but Peru is far from self-supporting. It grows only 36 per cent. of the wheat it needs and the cattle industry is not large enough to satisfy the demand for meat. It grows enough of the most important single item in the national diet : the potato ; enough maize, or *choclo*, the staple food of the Indians ; enough milled rice to allow some export ; and enough green vegetables and fruits of all kinds. In the higher altitudes " Peruvian wheat," or *quinoa*, is grown to supplement imported wheat. Both quinoa and barley, which grows at from 12,000 to 14,000 feet, are staple Indian foods. So is mandioca, or *yucca*, grown in the warmer regions. Tobacco, a state monopoly, is imported in small quantities to supplement the national production of about 4,000 m. tons. An ancient cultivation is that of coca, grown in the Cuzco, Ayacucho and Huánuco regions. The leaf is universally chewed by the Indians, and cocaine is extracted from it at Huánuco and Trujillo. About 607 m. tons of tea a year is produced in the Valley of La Convención, near Cuzco, at Tingo María and at Huánuco. About 11,000 m. tons of **coffee** is produced and some of it exported. The Perené Colony in Central Peru's Chanchamayo valley, is an important source of high-class coffee. About 16,000 m. tons of vegetable oils are produced mainly from cottonseed, with small amounts from sunflower, peanuts and olives from the Moquegua and other valleys. Castor oil is processed from beans collected in the Department of Piura ; the plants grow wild in the cotton districts. But foods, fats, drinks and tobacco are still 17.16 per cent. by value of the total imports.

Livestock : The available information suggests the following estimated totals :—

Cattle	3,412,000	Donkeys	392,000
Sheep	16,190,000	Llamas, Alpacas, Vicanas	3,388,000
Goats	2,283,000	Swine	1,346,000
Horses and Mules ..	1,295,000		

Small herds of cattle are bred in the Sierra, and of llamas and alpacas on the higher plateaux. Cattle are successfully bred at Cerro de Pasco at an altitude of 14,000 feet. The main sheep areas lie between Arequipa and Lake Titicaca and near Cuzco. Much meat is imported but there is an important surplus of **wool** for export. About 10,000 m. tons of sheep's wool is produced, but seven-tenths is normally bought up by the Arequipa factories and small industries. The production of alpaca, llama and huarizo hair is about 3,800 m. tons, and most of this is exported. (The huarizo is a cross between an alpaca mother and a llama father). Wool is 2.4 per cent. of the

total exports by value.

Forest products have been little exploited though 62 per cent. of the land surface is forested. The Montaña, or eastern country, is rich in cedar, mahogany, oak, *palo acero*, and balsa. Some 31 million board feet are produced, mostly at Pucallpa, Iquitos, Oxapampa and Tingo María. The only exports of hardwoods are from Iquitos, where there are sawmills. Iquitos is the centre of what trade there is in other forest products: rubber, tagua, balata; the medicinal plants, copaiba and quillaia; milk caspi, condurango, tara pods, zonca (vegetal wool), and cubé, or barbasco root, used in making insecticides.

Peru gets much of its foreign currency by the sale of cotton and sugar. Cotton is 25, and sugar 15 per cent. of Peru's foreign exchange earnings.

Cotton comes from the irrigated coastal valleys. The central valleys grow the indigenous very white and long-stapled Tangüis, 80 per cent. of the total. The other main variety, Pima, is grown mostly at Piura, in N Peru. The yield from 220,000 hectares is just over 110,400 m. tons. Insects and blights destroy from 20 to 30 per cent. of the harvest. Rising local consumption is now about 400,000 quintals. The main buyers are Chile, U.K., Belgium, and Germany. Cottonseed and its derivatives—oil and cake—are an important industry: there are 20 cottonseed mills near Lima and in the provinces.

Sugar, introduced by the Spaniards, is mostly grown in the irrigated valleys N of Lima around Trujillo, Chiclayo and Chancay. The area under cane was 35,000 hectares in 1912, 55,890 hectares to-day. Production is 688,580 m. tons; 95 per cent. is raised on 10 large estates. The sugar industry is the most efficient, economically, in the world. Domestic consumption is 212,500 m. tons. A large amount is used to make spirits and good liqueurs.

The **fishing** industry is growing by leaps and bounds. Over 70 canneries deal with catches of tunas, bonitos, swordfish, mackerel, drum, and sea bass, and livers are extracted from sharks. The total catch is 132,000 m. tons and exports are large.

Main agricultural and fishing exports for 1955 in U.S. dollars:

	$		$
Cotton	76,400,000	Coffee	7,100,000
Sugar	37,200,000	Wool	6,200,000
Fish	12,400,000		

Minerals: Peru has some of the richest mineral deposits in the world in the Cordillera, and there is petroleum both on the NW coast and in the Amazon basin. Much of the mining and most of the petroleum wells are in the hands of foreign companies who operate under a generous 1950 Mining Code which has attracted the necessary foreign capital. The largest mining companies are the Cerro de Pasco Mining Corporation (CPC) and two offshoots of the American Smelting and Refining Company: the Northern Peru Mining and Smelting Company and the Southern Peru Copper Corporation. Mineral exports account for about 38 per cent. of the foreign exchange earnings.

Copper: About 70 per cent. of the total is turned out by the

CPC. Next in importance is the Northern Peru Mining and Smelting Company, who own the Quirivilca mines, 75 miles inland from Salaverry and have an electrolytic copper refinery at Chilete. The Southern Peru Copper Company is now opening up the Toquepala copper mines (see note under Moquegua).

Lead production is more valuable than copper to-day. The CPC whose lead-zinc orebody at Cerro de Pasco is one of the largest in the world, turns out 25 per cent. of it. Half its copper refinery at Oroya has been converted into an electrolytic lead refinery. The Northern Peru Mining and Smelting Company is exploiting lead-zinc deposits at Chilete ; 20 small companies produce lead concentrates throughout Peru, often for sale to CPC for smelting at Oroya.

Zinc is mostly produced by CPC, which has an electrothermal and an electrolytic zinc refinery at Oroya and a lead-zinc concentrator at Cerro de Pasco. Altogether a dozen companies produce zinc, mostly in the form of concentrates.

About 50 per cent. of the **gold** comes from gold mines, 2 per cent. from washing, and the rest from copper, lead and zinc ores. About 32 per cent. is produced by CPC. Peru is the fourth largest producer of **silver** in the world. It also is carried by the lead, zinc and copper ores. CPC produces about 49 per cent. of it from its own ores and from ores bought from about 25 small companies. Peruvian metal craftsmen use up 2½ per cent. of the production.

Peru has one of the largest **vanadium** mines in the world. A quarter of world production comes from a single deposit at Minaragra, W of Cerro de Pasco, at 15,500 ft., owned by the Vanadium Corporation of America. The ore is taken over 5 miles of narrow-gauge railway to Jumasha, on Lake Pun Run, where there is a concentrator. The concentrates are taken by water to Casa Laguna, then by 21 miles of rail to Ricrán Station on the Cerro de Pasco line. In 1951 a new concentrator was installed to deal with quisqueite, a vanadium bearing carbon. Production 1955, mineral content : 591.1 m. tons.

Bismuth comes from the smoke condensors of CPC's lead smelter at Oroya. Peru is the world's largest supplier.

Manganese ore is mined in the Rossello mines, near Puno. Most of it is huasmannite, containing 62 per cent. manganese. The deposits are somewhat inaccessible, at 14,000 feet. Exports are from Matarani and Mollendo.

Large deposits of **iron** (62 per cent. content and less than 0.5 per cent. sulphur) are being exploited by the Utah Construction Company by open-cut at the Marcona field, 20 miles inland from the port of San Juan (under which see note). The Republic Steel Corporation of Ohio is also exploring iron ores in its 30,000 hectare concession 25 miles E of the Marcona field. The monthly volume of export from San Juan is now 120,000 tons.

Coal : 90 per cent. of the bituminous coal comes from CPC's Goyallarisquisga mine near Cerro de Pasco and is used to produce metallurgical coke for the smelting of non-ferrous metals. A much smaller amount of anthracite is mined at Huayday, 75 miles inland from Salaverry, for use in the Chimbote steel plant and export to

Argentina. The mines are on a branch of the railway up the Santa Valley.

Tungsten ores are mined at Pasto Bueno, near Pallasca, NW of Huallanca. There is a concentration plant.

Other minerals produced in comparatively small quantities are antimony, white arsenic, molybdenum, cadmium and indium. There is a mercury mine at Santa Barbara (Department of Huancavelica).

There is production on a smaller scale of a number of non-metallic minerals including salt, sulphur, feldspar, gypsum, kaolin lime, quartz, marble, onyx, talc, sulphate of magnesia, clays and sand.

MINERAL PRODUCTION (Metallic Content), and EXPORTS, 1955 :

	Production m. tons	Exports m. tons	Value U.S.$
Lead	118,751	108,844	32,236,626
Copper	43,403	38,299	31,110,406
Silver	713.8	352.7	9,824,002
Iron Ore	1,059,377	994,286	8,000,458
Zinc	166,082	146,080	15,191,783
Tungsten	486.2	598.9	2,927,900
Gold	5.3	1.4	1,545,159
Bismuth	333.3	423.3	1,343,582
Antimony	870.6	708.1	222,888
Vanadium	126.8	136.2	93,043
Manganese	3,448	21,669	131,481
Cadmium	62.6	13.6	49,762
Barytes		15.9	246,872
Selenium	3.4	3.1	138,596
Mercury	5.1	6.9	40,200
Gold-silver concentrates			1,197,200
Coal, bituminous	120,524		
Coal, anthracite	4,381	105	1,890

Few deposits produce only one metal. The general condition is mixed deposits of lead, zinc, copper, silver and sometimes gold, together with other metals of minor importance. Selective flotation is generally employed. Associated, therefore, with the actual mining are large scale concentrating and primary processing, the smelting and refining of mineral ores. The plants are mostly owned by the mining companies themselves. From its complex ores the CPC produces at Oroya, refined silver, refined lead in ingots and sheets, refined copper, refined antimony in ingots, refined zinc in bars and sheets, calcium carbide, sulphuric acid, arsenic, bismuth, arsenate of calcium, and sulphate of zinc. Some minerals are obtained only as by-products : bismuth, for example, which is obtained from the treatment of lead ores containing the metal.

Petroleum and its derivatives are 8 per cent. of Peru's exchange earnings. Peru is the fourth largest producer in South America. Exports are decreasing because internal consumption is rising sharply : today it is 73 per cent. of total production. Here is the 1954 and 1955 production of the four operating companies :—

	Barrels 1954	1955
International Petroleum Company (IPC)	10,482,537	11,319,658
Cía Petrolera Lobitos	5,780,338	4,964,099
Empresa Petrolera Fiscal (EPF)	587,396	592,384
Texas (Ganzo Azul)	311,253	262,413
Others		106,980
	17,161,524	17,245,534

Petroleum production, 1956—18.4 million barrels.

Natural gasoline production, 1955—1,088,721 barrels, plus 64,000 barrels of liquified gas.

IPC, a subsidiary of Standard Oil, operates the La Brea-Parinas fields at Talara and Negritos. Its Talara refinery handles 98.2 per cent. of all crude oil produced in Peru.

Lobitos Oilfields (England) operate at Lobitos and Cabo Restin, to the north of IPC fields. Its refinery produces for the Company only. Most of its crude is refined by IPC or exported.

EPF, Government owned, operates the Zorritos oilfields, 18 miles south-west of Tumbes, near border with Ecuador. The field is almost used up. It also owns the Organos field, south of Lobitos concession, which is likely to be more fruitful. Its old refinery has been transferred to Iquitos. IPC refines for it.

The Ganzo Azul dome, now bought by Texas Oil Producing Company, of Houston, is on the Pachitea river, in the Amazon basin, 25 miles S of Pucallpa, to which there is a pipeline. Own refinery at the river port of Aguas Calientes. Petrol and by-products used up at Pucallpa, Yurimaguas and Iquitos.

PETROLEUM EXPORTS:

	1954		1955	
	m. tons	million S	m. tons	million S
Crude	303,983	66.9	312,885	95.3
Derivatives	445,388	218.6	554,438	295.5
Gasoline	28,647	15.7	29,805	16.2

Industry.

Manufacturing industries have made great progress of recent years, though restricted by foreign competition and the rise in the cost of living. About 125,000 persons are employed, mostly in Lima, Callao, and Arequipa. About 80 per cent. of industry is in the Greater Lima area. Industry has been greatly encouraged by heavy tariffs, an expanding electrical power, by the operations of the Corporación Perúana del Santa, a State controlled body which implements the Government's plans for industrialization. One of its projects was the building of a large hydro-electric power station in the Santa Valley, N of Lima. Peru's total hydro-electric potential is 6.4 million h.p., but much of this is inaccessible. As yet little has been developed, most of it in the industrial areas. Installed capacity was 391,000 kW in 1955 : 85 per cent. of it in the Lima area. It will be 500,000 kW by 1958.

Industrial output is mainly of those articles in wide demand easily made from national raw materials. They are bought almost entirely by the lower and middle class public who cannot afford to buy superior goods from abroad. The Indian half of the population rarely buy any imported goods save such textiles as baize, and dyes.

The cotton industry now supplies all the country's needs except in the most expensive lines, and the woollen and rayon industries are developing. Local consumption is about 18,000 m. tons of cotton and 7,000 m. tons of wool. There is a new factory for producing alpaca yarn and cloth for export. Jute sacks are turned out locally.

The manufacture of foodstuffs is the second most important industry. The main articles produced are flour and its derivatives (two large mills in Callao and one in Lima), dairy products, cotton-seed and olive oil, vegetable lard and confectionery. Sixty firms are engaged in the rapidly growing fish canning industry.

Quite sound footwear at very low prices is turned out by the

tanning and shoe industries and satisfy local demands. Excellent light beers, mineral waters, wines and liqueurs are produced. Local paints, varnishes and enamels now compare favourably with foreign products. The glassware is excellent and only very superior qualities are imported, but both crockery and earthenware are poor and inferior to the imported articles. Other thriving manufactures are those of paper and cardboard, soap, toilet preparations and patent medicines. The Peruvian portland cement companies turn out 546,000 m. tons a year. The Goodyear Company of Peru turns out tyres and tubes. Tobacco, cigarettes and matches are Government monopolies. There are sawmills at Iquitos and Tingo María, and there are heavy duties on the import of furniture. Eight factories make plastic goods. The heavy metal industry has not yet got going. The Corporación Perúana del Santa is setting up a steel industry at Chimbote, near the mouth of the Santa River, where it has built a port. The steel plant is expected to have an annual capacity of 60,000 tons.

FOREIGN TRADE.

	Exports. U.S.$, millions.	Imports. U.S.$, millions
1954	247.6	249.7
1955	270.9	300.3
1956	311.4	361.0

In 1955 the U.S. supplied 50 per cent. and Britain 8.6 per cent. of Peruvian imports. The U.S. took 36 per cent. and Britain took 9.8 per cent. of the exports. The main imports are machines, electrical appliances, iron and steel and their manufactures, various manufactured articles, foodstuffs and ceramics.

INFORMATION FOR VISITORS.

How to get to Peru : The most direct route from the U.K., is by the Pacific Steam Navigation Company from Liverpool. Grace line is the most important of several plying between the U.S.A. and Peru. Another sea route from Europe is *via* New York, where transatlantic steamers connect with American vessels. European lines serving Peru are the Norwegian Knutsen, the Swedish Johnson, the Italian Societá per Azioni di Navigazione Italia, the French Compagnie Générale Transatlantique, the Royal Netherlands Steamship Company, and the German Hamburg Amerika Line. The Chilean Cia. Sudamericana de Vapores has a service between Peru and Europe.

Air Services : Peru is on the international routes between the U.S.A. and the South American republics of Pan American Airways and Braniff Airways. TAN (the Honduras airline) has a weekly service between Miami and Lima with stops at Havana, Tegucigalpa, Managua and Guayaquil. The Canadian Pacific Airlines fly between Canada and Lima and Hong Kong and Lima *via* Mexico City. Royal Dutch Airlines (K.L.M.) fly the route Lima-Panamá-Curaçao, and thence to Europe by two alternatives : Havana-Montreal-Europe, or Azores-Lisbon-Zurich-Frankfort-Amsterdam. See the AIR SECTION.

Línea Aeropostal Venezolana (LAV), has a weekly service between Caracas and Lima. Panair do Brasil has a weekly non-stop service between Rio de Janeiro and Lima. Aerolíneas Argentinas flies weekly from Lima to Buenos Aires *via* Santa Cruz (Bolivia) Salta

and Córdoba. LAN flies to Santiago, Chile.

Travel Documents : Tourists and other non-immigrants can enter Peru with a tourist card costing U.S.$2 which is available at travel agencies and the offices of the carrier companies. No visa is necessary.

Before he leaves Peru the visitor must get an exit visa from the immigration authorities. He must attend in person to get this.

British businessmen are strongly advised to get a copy (free) of " Hints to Business Men Visiting Peru," from the Board of Trade, Horseguards Avenue, Whitehall, London, S.W.1.

Local Information : The various travel agencies are given under Lima. The Peruvian Touring and Automobile Club (in the Moorish Pavilion at Parque Exposición) gives the latest information about roads and hotels along the way.

Climate, Clothing : The coast is at its most agreeable from January to April, inclusive. Palm Beach suits are then the most comfortable wear. Business is more active later, but climate does not interfere much with business. During the cooler months, June to November, there is little or no rain but it is damp—humidity is from 90 to 98 per cent.—and there is little sunshine from Paramonga S to Arica. During this period medium English summer clothing is the most suitable : the temperature rarely falls below 60°F., or rises above 80°F. For the high Sierra both summer and winter clothing should be taken, including a winter overcoat or light-weight waterproofed overcoat—difference between day and night temperatures is great. In the jungles beyond the climate is tropical.

Health : There is much amoebic dysentery, typhoid and tuberculosis among the poorer people. Visitors should get inoculated against typhoid and smallpox. Drinking water should be boiled, or bottled mineral water used.

The leading hospitals in Lima are the British-American Hospital, Hospital Arzobispo Loayza, Maison de Santé, Hospital Italiano, Hospital del Niño (Children's Hospital), and the Hospital Obrero.

The **Cost of Living** has been rising since 1920. If 1936 is taken as 100, the cost of living index was 666.1 in 1954, and food stood at 829. Butter, cheese and meat fetch high prices. Clothing and articles both of necessity and luxury are made extremely expensive by import tariffs. An inferior man's suit costs £15, and medium quality shoes about £3. Furnished and unfurnished houses are available in Lima. In the best residential section rents run from £30 to £60 a month, and about £20 elsewhere. The average wages per month for a maid or cook is £5, for a butler, £10, for a gardener, 10s. a day. Prices for bedroom and bathroom in the best Lima hotels are from S65 to 80 a day, with about S55 extra for meals. There is a 6 per cent. Government tax and 10 per cent. is usually charged for tips.

Currency : The monetary unit is the Sol, divided into 100 centavos. Silver alloy coins are for one sol, 50, 20, 10 and 5 centavos. The bronze alloy coin is for 50 centavos, and the nickel coins are for 20, 10, and 5 centavos. Bank notes are for 100, 50, 10 and 5 soles.

At present there is complete freedom of import and exchange. Any goods can be imported from any country without restriction. Foreign currencies find their own uncontrolled level in the free exchange market. At the end of 1956, exchange was

around S19.04 to the dollar and S52.40 to the £ (plus one-quarter per cent. commission).

The metric system of **weights and measures** is compulsory.

Postal and Telegraphs : To Spain, Canada, the U.S.A. and Latin America the letter postage is the same as the Inland rate : 20 centavos per 20 grammes ; to other foreign countries, 30 centavos for the first 20 grammes, and 20 centavos for each additional 20 grammes.

Air mail letters require prepayment at varying rates (S2.20, to Europe). Air mail rates from U.K. to Peru, see page 28.

Telephone service between the United Kingdom and Peru is available from 1 p.m. to 3 p.m. and 5 p.m. to 7 p.m. from Mondays to Saturdays, and 1 p.m. to 3 p.m. on Sundays (G.M.T.) (charge 96 soles per minute).

There are submarine cables between Peru and Chile and Ecuador. The West Coast of America Telegraph Co. and All America Cables & Radio, Inc., own cable lines. Wireless stations have been established at many points, including Iquitos, and powerful stations at Lima are owned by the West Coast of America Telegraph Co., Ltd., and All America Cables & Radio, Inc., for the transmission of wireless telephony and telegraphy to most parts of the world.

PUBLIC HOLIDAYS.

January 1 : New Year.
January 6 : Epiphany.
Feb. or March : 2 days' Carnival.
March 19 : San José.
March or April : Maundy Thursday, Good Friday, Easter Day.
April or May : Ascension.
May 1 : Labour Day.
May or June : Corpus Christi.
June 24 : Indian (half) day.
June 29 : SS. Peter and Paul.
July 28, 29, 30 : Independence.
August 15 : Assumption.
August 30 : Sta Rosa.
September 24 : Our Lady of Mercy.
October 12 : America Day.
November 1 : All Saints.
November 27 : Battle of Tarapacá.
December 8 : Immaculate Conception.
December 25 : Christmas.

THE PRESS.

The principal daily papers are : " El Comercio," " La Crónica," " La Prensa." The first publishes afternoon editions. At Iquitos there is " El Eco." The " Andean Air Mail and Peruvian Times," published weekly in English, issues special numbers of exceptional interest. The official gazette is " El Peruano." " El Deber " is published at Arequipa.

Internal Air Services link towns which are often far apart and can only be reached otherwise with difficulty. About 80 per cent. of the air traffic is in the hands of the Faucett Aviation Company. It flies N from Lima to Paita and S from Lima to Arequipa, Tacna, and Arica, with calls on the way. At Arica it connects with the Chilean National Airline (LAN). Faucett also serves Iquitos (with flights from Iquitos to Chiclayo) ; Pucallpa ; Cuzco and Puerto Maldonado ; and Ayacucho. Rutas Peruanas S.A. (RAPSA) flies from Lima to Iquitos *via* Trujillo, Tarapoto, and Yurimaguas and from Lima to Cuzco.

Transportes Aereas Militares (TAM), an arm of the Peruvian Air Force, flies from Iquitos up the Ucayali River to Pucallpa, and from Iquitos to Yurimaguas on the Huallaga River, where connection is made with Faucett planes to Chiclayo. CAMSA, RAPSA, and TAPSA are other small companies.

Sports : Association football is the most popular sport. Basketball and baseball are also played on the coast, particularly around Lima and its port. There are many bathing resorts near Lima. Golf clubs or racecourses are mentioned in the text. Riding is a favourite recreation on the Sierra, where horses can be hired at reasonable rates. The only shooting is of duck on Lake Junín. There is excellent deep-sea fishing off Ancón, N of Lima, and at the small port of Cabo Blanco, N of Talara (see text). In that part of the

Andes easily reached from Oroya, the lakes and streams have been stocked with trout, and fly fishing is quite good. Bullfights and cockfights are held at Lima.

There is a Government controlled lottery with large prizes; draws are held once a fortnight.

Food: The high-class hotels and restaurants serve international foods and, on demand, some native foods, but it is in the taverns (*chicherias*) and the Creole restaurants (*picanterias*) that the highly seasoned native foods are often at their best. There are specific regional dishes, and the adventurous visitor will try anything once.

In the Lima area the most popular fish dishes are the **ceviche de corvina**—fish seasoned with sour oranges, lemons, onions and red peppers: the **escabeche de corvina**—fish with onions, hot green pepper, red peppers, vinegar, cumin, hard eggs, olives, and sprinkled with cheese; and **chupe de camarones,** a fish stew made with varying and somewhat surprising ingredients. **Yacu-chupe,** or green soup, has a basis of potato, with cheese, garlic, corriander leaves, parsley, peppers, eggs, onions, and mint. **Causa** and **carapulca** are two good potato dishes; **causa** is made with yellow potatoes, lemons, pepper, hard cooked eggs, olives, lettuce, sweet cooked corn, sweet cooked potato, fresh cheese, and served with onion sauce. Favourite meat dishes are **ollucos con charque** (a kind of potato with dried meat as basis), **cau-cau,** made with tripe, potatoes, peppers, and parsley and served with rice; **anticuchos,** heart of beef with garlic, peppers, cumin seeds and vinegar; **estofado de carne,** a stew which often contains wine; **carne en adobe,** a cut and seasoned steak; and **soncochado,** meat and all kinds of vegetables stewed together and seasoned with ground garlic.

Among the desserts and confections are **cocada al horno**—coconut, with yolk of egg, sesame seed, wine and butter; **picarones**—frittered cassava flour and eggs fried in fat and served with honey; **mazamorra morada**—purple maize, sweet potato starch, lemons, various dried fruits, sticks of ground cinnamon and cloves and perfumed pepper; **manjar blanco**—milk, sugar and eggs; **maná**—an almond paste with eggs, vanilla and milk; **pastellillos**—"yucas" with sweet potato, sugar and anise fried in fat and powdered with sugar and served hot; and **zango de pasas,** made with maize, syrup, raisins and sugar. **Turrón,** the Lima nougat, is worth trying. The various Peruvian fruits are of good quality. They include bananas, the citrus fruits, pineapples, dates, avocados, eggfruit (**lúcuma**), the custard apple (**chirimoya**), quince, papaya, mango, guava, and the soursop (**guanábana**).

Drinks: The usual international drinks with several very good local ones: Pisco, a brandy made in the Ica valley—pisco sour is made from it; aguardiente made from distilled cane juice; chicha de jora and chicha morada, liqueurs made from maize.

Embassies and Consulates: Peru is represented in London by an Embassy and a Consulate-General (52 Sloane Street, S.W.1.). There are also consular offices at Belfast, Birmingham, Cardiff, Glasgow, Hull, Liverpool, Newcastle-on-Tyne, Sheffield, and Dublin. The Ambassador is Dr. Ricardo Rivera Schreiber.

Great Britain is represented in Peru by an Embassy and Consulate at Lima; they are together in the Edificio República (Paseo de la República). There are also Consular Offices at Callao, Arequipa, Mollendo, Talara and Iquitos. The Ambassador is Mr. W. H. Montagu-Pollock, K.C.M.G.

The **United States** are represented by an Embassy and Consulate at Lima, with Consular-Agents at Mollendo, Salaverry, Iquitos and Arequipa. **Canada** has an Embassy at Lima.

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URUGUAY



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URUGUAY

Routes to Uruguay : From Europe : Uruguay is reached from Europe by any of the steamship lines (given on page 175) which ply regularly to Buenos Aires, or by air. It is served by Royal Dutch Airlines, Air France, the Scandinavian Airlines System, and the Spanish IBERIA. Panair do Brasil flies from Montevideo to Europe *via* Rio de Janeiro.

From the U.S.A. : There are several shipping lines serving Montevideo from New York, Baltimore, Boston, Charleston, Norfolk, Savannah, and Jacksonville. Air services are run by Pan American Airways and (as far as Buenos Aires) by BRANIFF.

From Argentina : The Cia. de Navegación Fluvial Argentina run a daily service between Buenos Aires and Montevideo, and a twice-daily service between Buenos Aires and Colonia. The Uruguayan PLUNA Company flies daily (five trips) to Buenos Aires, as well as CAUSA, another Uruguayan Company, which flies three trips daily (except Sundays), and one trip from Colonia to Buenos Aires. The same route is flown by Pan American Airways, the European air companies, and two Brazilian companies.

From Brazil : To Montevideo by sea with European and United States lines, calling at Brazilian ports *en route* for Uruguay. BY AIR : the Brazilian Consorcio Real Aerovias and VARIG fly from Rio de Janeiro to Montevideo and on to Buenos Aires, serving *en route* Porto Alegre, Florianopolis, Curitiba and São Paulo. Aerolineas Argentinas fly much the same route from Buenos Aires through Montevideo to Rio de Janeiro.
TRAIN : There is an international train between Montevideo and São Paulo (Brazil). BY ROAD : There is a Pan American Highway running 1,789 miles from Rio de Janeiro to Montevideo. It is poorly surfaced in parts. This road runs on from Montevideo to Colonia.

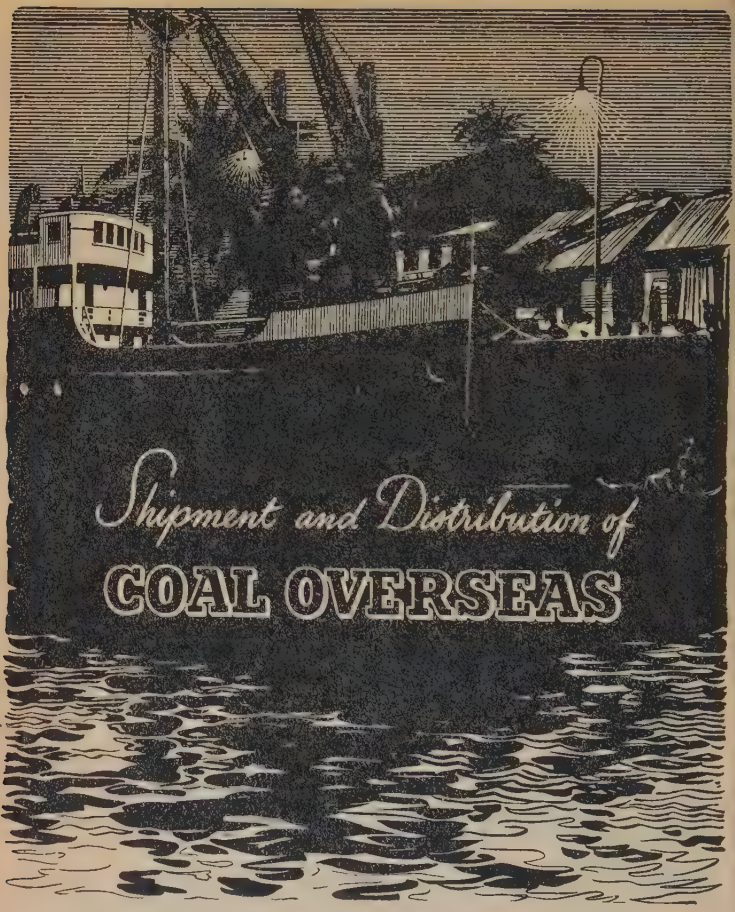
From Chile : The Chilean LAN Company flies between Santiago and Montevideo, calling at Buenos Aires for one hour.

From Paraguay : By Cia. de Navegación Fluvial Argentina river steamers from Asunción to Buenos Aires, and by PLUNA and Consorcio Real Aerovías air lines.

PLUNA, a Uruguayan air company, flies the internal services between Montevideo and all the important towns. It also flies to São Paulo (Brazil), twice a week, and to Porto Alegre (Brazil) three times a week, and to Asunción (Paraguay) four times a week. Single fare to Asunción, U$S30.-- ; return U$S54.--. To Porto Alegre, single fare $87.-- ; return $156.60 Urug. Single fare to São Paulo, $195.-- ; return, $351.-- Urug. It has also a service to La Paz (Bolivia), *via* Salto, Asunción, Mariscal Estigarribia, Santa Cruz, and Cochabamba.

URUGUAY (República Oriental del Uruguay), with an area of 72,180 square miles, is the smallest of the South American Republics, but has one of the highest standards of living in the continent. Its government is stable and democratic, and has brought into being a remarkable welfare state.

Uruguay is in the south-eastern corner of South America, with Brazil to the north, the river Uruguay separating it from Argentina on the west, and the widening estuary of the Plate to the south. Its eastern coast is bounded in part by the Atlantic, in part by the Merim Lake and the Yaguarón River which separates it from Brazil. Its Atlantic sea-coast stretches for 120 miles ; the river shore follows



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the course of the River Uruguay for 270 miles. This stream is navigable all the year round as far as Salto, about 200 miles to the north, where there are rapids.

Apart from a narrow plain which fringes most of the coast but not near Montevideo, and an alluvial flood plain stretching north from Colonia to Fray Bentos, the general character of the land is undulating hills with little forest except on the banks of its numerous streams. The long grass slopes rise gently to far off hills, and none of these hills is higher than 2,000 feet. To the west and north the hills are known as the Cuchilla de Haedo ; to the south, where they start at Montevideo and the sea and trend north-eastwards to the Brazilian frontier, as the Cuchilla Grande. The River Negro, which rises in Brazil, crosses Uruguay from north-east to south-west, where it empties, amid dense forest, into the River Uruguay. It is navigable for some distance ; other rivers are short and navigable for small distances only. Altogether there are 775 miles of navigable waterways.

The black soil, rich in potash, produces grasses superior even to those of Argentina. The major part is suitable for arable farming but, as we shall see, only some 8 per cent. of it is so farmed. The grass lands around Rocha, to the south-east, are scattered with groves of palm trees.

The **climate** is temperate, if somewhat damp and windy, and summer heat is tempered by the Atlantic breezes. In the coldest months the temperature does not fall much below 40° Fahr., and in the warmest months does not rise much above 98°. There are normally 120 sunny days in the year. The rainfall, evenly distributed throughout the year, is about 40 inches at Montevideo and some 10 more in the north. But there are quite considerable variations in the amount of rain from year to year. The spring months are October and November ; the summer, December to March ; the autumn, April and May ; the winter, June to September.

History and settlement : The Spanish explorer, Juan Díaz de Solis, sailed up the River Plate in 1515, landed east of Montevideo, and was killed by the Charrua Indians. There was no gold or silver in Uruguay, and it was only after Buenos Aires had been founded that the Spaniards showed much interest in it. Military expeditions against the Indians were unsuccessful, but Jesuit and Franciscan missionaries, landing in 1624, succeeded where the soldiers had failed. It is said that cattle were first introduced during an unsuccessful expedition by Hernando Arias in 1580.

By 1680, the Portuguese in Brazil had pushed south to the Plata and founded Colonia as a rival to Buenos Aires, on the opposite shore. The Argentinians attacked it and indeed, until Uruguay attained independence, the rest of its story is a wearisome rivalry for possession between Buenos Aires and Rio de Janeiro. It was the Portuguese who planned, but the Spaniards who actually founded, the city of Montevideo in 1726. The city changed hands several times and was actually taken by the British in 1806, but next year, after their failure to take Buenos Aires, they withdrew altogether. This repulse of a major power led to a growing demand for complete independence from Spain in both Argentina and Uruguay. In 1808

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Montevideo declared itself independent of Buenos Aires. In 1811, the Brazilians attacked from the north, but the Uruguayan patriot, Artigas, rose in arms against them. In the early stages he had some of the Argentine provinces for allies, but soon declared the independence of Uruguay from both Brazil and Argentina. The struggle continued from 1814 to 1820, but Artigas had to flee to Paraguay when the Portuguese captured Montevideo in 1820. Uruguay, under the name of the Cisplatine Province, was in Brazilian hands until 1825, when Lavalleja, at the head of thirty-three patriots (the *Treinta y Tres Orientales*) crossed the river and returned to Uruguay where, aided by Argentina, they harassed the Portuguese. After the battle of Ituzaingo on February 20th, 1827, in which the Brazilians were defeated, Great Britain interceded, with the result that both Argentina and Brazil relinquished all claims on the country and independence was declared on August 25th of the following year.

The early history of the republic was wretchedly confused by civil war between two rival presidents, Rivera with his Colorados (reds), and Oribe with his Blancos (whites). Oribe, in this ten years' war, was helped by the Argentine dictator, Rosas, and Montevideo was besieged. Rosas fell from power in 1852, but the contest between Colorados and Blancos still went on in Uruguay. A Colorado, Flores, helped by Brazil, became president, and Uruguay was dragged into the war of the Triple Alliance against the Paraguayan dictator, Lopez. Flores was assassinated in 1868. The country, ruined by civil war, dictatorship and intrigue, only emerged from its long agony in 1903, when a truly great and noble man, José Batlle y Ordonez, was elected president. But before we go on to consider what Uruguay has accomplished in the last fifty years, it is expedient to glance at the much more interesting history of its colonisation and economic development.

Settlement and economic development: The cattle were quicker than the Spaniards to grasp the potentials of this gently sloping grass land with its many clear streams and temperate climate. The Spaniards did not settle in Uruguay for 200 years after coming to the Plate, but the cattle, once introduced, multiplied exceedingly and were responsible, for a long time, for the social structure of Uruguay. Groups of gauchos trailed after the herds, killing them for food and selling their hides only. These gauchos were nomadic, claiming no stake in the land. Organised commerce began with the arrival of Argentine cattle buyers who found it, in the long run, to their advantage to hire herdsmen to look after cattle in defined areas around their headquarters. Slowly, almost imperceptibly, this arrangement spread and the land began to be parcelled out into estancias with definite boundaries.

By about 1800 most of the land had been captured by the large estancias. Only around Montevideo was there any commercial farming, but there, small *chacras* grew vegetables, wheat and maize for the near-by town. It was only after independence had been obtained in 1828 that immigration began on any scale. Montevideo was then only a small town of 20,000 inhabitants. Italians and Spaniards flowed in, some into the towns, and some to colonise the tract round Montevideo devoted to crops and vegetables. The native-born Uruguayans have never taken to this form of farming;

they have remained pastoralists, leaving commercial farming to the immigrants. Unlike Argentina, Uruguay has remained to this day a preponderantly pastoral country. Preston E. James suggests, in his book "Latin America," two reasons for this: first, that alfalfa is better pasture than grass in the Argentine Humid Pampa, whilst the reverse holds true for Uruguay; and secondly, that the lower yields of crops in Uruguay made it impossible for the Uruguayans to compete with the superlative grain farms of Argentina. Until 1947, there was no great increase in the area devoted to commercial crops in Uruguay. The pastoral life alone changed. The up-grading of cattle by importing live stock from England made Uruguay second only to the Argentine as a meat and meat product exporter. From the middle of the 19th century high grade wool, again the result of importing pedigree sheep from England, has become an increasingly important item in Uruguayan economy; it accounts, normally, for 50 per cent. of the total exports. The whole look of the land has been determined by the herds of cattle and the flocks of sheep: the estancias, the barbed wire fences and (odd for an Englishman) the wide fenced driveways for sheep and cattle provided at the side of each road.

From 1895 to 1947 the area devoted to crops was constant at between 4 to 6 per cent. of the land. It is now 7 per cent.: the agricultural area has begun to expand at the expense of the pastoral. (See under "commercial farming and grains" for the reason). Pastoral farming itself is changing. Because of high prices for wool, the accent is now on sheep for wool, rather than on sheep and cattle for meat. The growing population takes more and more of the meat and there is less for export. By 1955 Uruguay had, indeed, virtually disappeared from the beef exporting market.

Present Social Structure: With the election of Jose Batlle y Ordonez as president from 1903 to 1907, and his re-election in 1911, the history of Uruguay was given a sharp new direction which was to turn it in a short space of time into the only "welfare state" in Latin America. The reforms initiated by him have now created a state which has nationalised electricity, the railways, tramways, and the waterworks system; which controls the manufacture and distribution of such diverse products as petrol, alcohol, and chemicals; controls insurance; runs its own banks, theatres, hotels, casinos, and telephones; administers the port of Montevideo and provides its own tug boats; subsidises music and controls broadcasting. Its working man's charter provides for a six day week of 44 hours, a minimum wage, holidays with pay, liability insurance, free medical service, old age and service pensions and unemployment pay. Women have the vote and the vote is secret; divorce is legalised, illegitimate children have status and the right to inherit, and the investigation of paternity is obligatory. Education is free and compulsory, capital punishment abolished, and the church dis-established.

Population: The population of Uruguay, which was 520,000 in 1883 and 1,000,000 in 1908, is probably between 2.5 and 3 million, of whom a third lives in Montevideo. Only some 16 per cent. is rural, and the drift to the towns is accelerating. Both the death rate and the birth rate are low. The people are almost entirely white,

mostly of Spanish and Italian stock, for there are no native Indians left. Possibly 10 per cent. are mestizos, the descendants of intermarriage between Europeans and the native Indians or immigrant Negroes. About 87 per cent. is literate.

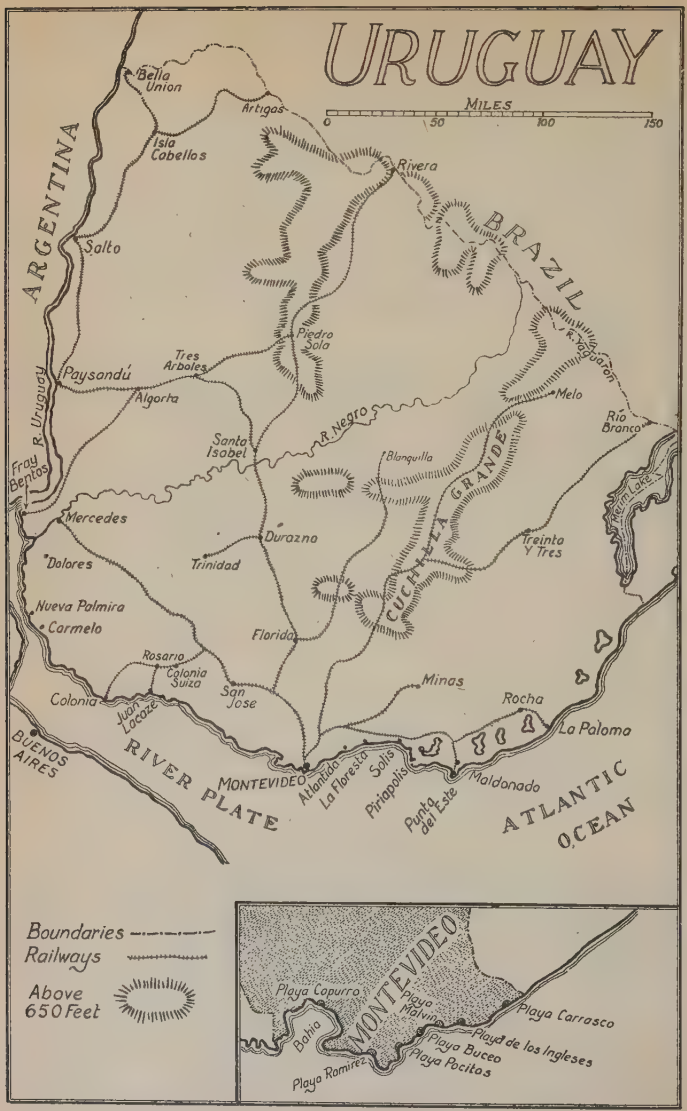
Government: Since March, 1952, administration is by a National Council of 9 members elected by direct vote. A General Assembly of senators and deputies, elects a tribunal of 5 umpires to arbitrate in the event of administrative disputes. The Council is drawn from both Government party and opposition. It is responsible for internal and external policy, and initiates legislation to implement its policy in the General Assembly, which can, however, initiate its own legislation after referring to the Council for approval. If approval is refused, the umpires attempt a reconciliation between the two bodies, but even if they fail and the Council disapproves, the draft becomes law after a lapse of time. Power is thus enclosed within a strong hoop of democratic limitation, and the chances of a dictatorship are lessened.

The Roads: There are 6,342 miles of roads in Uruguay, among the best in South America, due partly to the ease with which metal is to be got. They tend to radiate out of Montevideo. A part of the Pan-American Highway runs from Montevideo westwards to Colonia; this road and a road which branches from it to Mercedes, continuing north through Paysandú and Salto to the Brazilian frontier at Bella Union is dealt with under "West from Montevideo." North eastwards from Montevideo a Pan-American Highway runs through Minas, Treinta y Tres and Melo to Aceguá on the Brazilian frontier; it goes on to Rio de Janeiro. Another road connects the watering places along the coast east of Montevideo as far as Chuy on the Brazilian border. Second class roads connect the towns in the rest of the republic. Over 90 per cent. are all-weather roads. The Oficina Nacional de Turismo will help to plan itineraries by car through the countryside.

The Railways also converge upon Montevideo and have a total length of 1,889 miles. They were mainly built by the British from 1868 on but were all sold to Uruguay in 1948. They are all of the 4 ft. 8½ inch gauge. The Northern Line connects with the Brazilian line into Rio Grande do Sul at Rivera. A glance at the sketch map will show what railways there are.

THE TOWNS.

Montevideo, the capital and one of the great cities of the continent, was founded in 1726 and has a population of 850,000. Originally built on a low promontory between the ocean and Horseshoe Bay (around where the port works are today), the city has spread into the flat country behind, and westwards round the Cerro, the lofty isolated cone to which Montevideo owes its name. The original site, though the fortifications have been destroyed, still retains a certain amount of Colonial atmosphere, though few of its buildings are earlier than the close of the 18th or opening of the 19th centuries. The rest of the city is modern, criss-crossed with wide avenues and tree-lined streets, and laid out with large open spaces, parks, and gardens. Above the flat roofed houses tower three buildings:


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ARGENTINA
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R. Tacuarembó
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Algorta
Melo
R. Uruguay
R. Negro
Río Branco
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Blanquilla
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La Floresta
Solis
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Punta del Este
Maldonado
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Boundaries
Railways
Above 650 Feet
MONTEVIDEO
Playa Copurro
Bahia
Playa Malvin
Playa Carrasco
Playa de los Ingleses
Playa Buceo
Playa Pocitas
Playa Ramirez

the Cathedral, 133 feet high, flanked by two side turrets and surmounted by a dome ; the Palacio Salvo, with a main building of 12 stories surmounted by a tower of fourteen ; and the Victoria Plaza Hotel—the last two are on Plaza Independencia. All three are visible for many miles. This clean, brisk, pleasant city not only dominates the commerce and culture of the republic—90 per cent. of all the imports and exports pass through it,—but is, in its own right, a fashionable summer resort and the point of departure for a string of seaside resorts along the coastline to the east.

The centre of social life is the Plaza Independencia, a square park surrounded with colonnaded buildings set between the old town and the new. At its centre is a statue to Artigas, and at each corner plays a fountain. In this square is the splendid Solís Theatre, with the Museum of Natural History alongside. On the southern side is the Government House, and quite a short way down the Avenida 18 de Julio to the east rise the 26 stories of the Palacio Salvo, from the top of which visitors can get a splendid panoramic view. Calle Sarandí, the main shopping street, runs west from the Plaza through the old town to the port. In the old town, a short distance west of Plaza Independencia, is the most ancient square in Montevideo : the Plaza Constitución. Here, on one side, is the Cathedral (1790-1804), with the Cabildo, or town hall (1804-1810) opposite. (It now houses the Ministry for Foreign Affairs). On the south side is the exclusive Club Uruguay. Still more to the west along Calle Rincón is the small Plaza Zabala, with a monument to Zabala, the founder of the city. North of this plaza are three buildings well

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worth seeing : the Banco de la República, the Bolsa, or Stock Exchange, and the Monumental Custom House.

The Avenida 18 de Julio, whose pavements are always thronged, begins at the Palacio Salvo. Along this avenue we come to the Plaza Cagancha, with a statue of Liberty, the Pedagogical Museum, and the Atheneum. The next small square—the Plazuela Lorenzo Justiniao Pérez—has an equestrian statue to the gaucho and the impressive New Municipal Palace. Up the avenue again is the Plaza Treinta y Tres, which has the headquarters of the fire brigade. Beyond is the University, and nearby are the National Library, the Lyceum, and the Ministry of Health. The avenue ends at an intersection with Boulevard Artigas. Here is an obelisk commemorating the patriots of the independence, and here, too, one may enter the park of Battle y Ordóñez, (See below). The Legislative Palace, built almost entirely of native marble, is reached from Av. 18 de Julio along Av. Agradiada.

At the western end of the bay is the Cerro, or hill, 388 feet high, with an old fort on the top. It is now a military museum. It is surmounted by the oldest lighthouse in the country (1804). From the fort there is a splendid view of the Plate Estuary and the countryside. Villa del Cerro, a suburb of 50,000 people, is on the SE slopes.

In the Port, opposite the Port Administrative Building, the ship's bell of H.M.S. Ajax has been set up to commemorate the Battle of the River Plate and the sinking of the Graf Spee.

Of the many splendid parks, El Prado (along Av. Agraciada from Av. 18 de Julio), is the oldest. Amongst rolling lawns, trees, lakes and grottoes through which flows a river is the world's most magnificent rose garden planted with 850 varieties. The Municipal Museums of Fine Art and History are in the grounds. (The

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National Museum of History is in the old town). The largest and most popular is Parque Rodó, on Rambla Presidente Wilson. Here is another famous rose garden, an open air theatre, an amusement park, an artificial lake studded with islands round which motor boat, gondola and canoe ply. The National Museum of Fine Arts, with works by living artists, and a children's playground is at the eastern end. In Parque Batlle y Ordonez (reached by a continuation eastwards of Av. 18 de Julio), are a number of statues. The most interesting group, set on the ground and not raised, is a " covered waggon " monument showing three yokes of oxen drawing a waggon. In the grounds is the magnificent Estadio Centenario with a seating capacity of 70,000 and the pitch where international football matches are played. The Zoological Gardens are a few blocks E of this park ; in the Gardens is a planetarium, one of the best in South America.

The Beaches : Eight or nine bathing beaches lie stretched along almost the whole of the metropolitan water front, extending from Playa Ramírez to the Playa Carrasco at the eastern extension of the city. Along the whole waterfront, joining up these beaches, runs a magnificent road, the Rambla Sur. It is differently named along its different stretches in honour of several nations : one part is called the Rambla Gran Bretaña. The beaches have clean white sand and the bathing is excellent. They are all fed by trolley-bus and bus services.

Of the beaches the **Playa Ramírez,** the first to the east of the port, lies in front of Parque Rodó, whose facilities are open to bathers. A little along the road is Punta Carretas, a rocky tongue of land with a lighthouse at the end of it. Nearby is the small beach of La Estacada, with its Nautilus yachting club. **Playa Pocitos,** two kilometres eastwards from Ramírez, is surrounded by chalets and hotels, above which towers the Rambla Hotel Casino. On this beach, the most favoured by tourists, is the large municipal swimming pool of Trouville where national and international tournaments take place. Next comes **Puerto Buceo,** where the yacht club Uruguayo has a 9 storey building. Then comes **Playa Buceo,** where regattas are held. The Oceanographic Museum is here. Almost merging with it is **Playa Malvin,** not far from Parque Rivera. In front of it is Isla del Mono (Monkey Island), joined to the mainland by a cable funicular. A series of small beaches, one of which is the **Playa de los Ingleses,** (the picturesque Parque Virgilio stands high above it), takes us beyond Punta Gorda to **Playa Carrasco,** 12 miles from the port. This, perhaps the finest of all the beaches, is at the end of the Rambla Sur. It is backed by the town and a thick forest which has been partly turned into a national park. Carrasco has two luxurious casino hotels, and the Millington Drake tennis courts. Montevideo's first class international airport is here ; it is one of the most up-to-date in South America, capable of handling the latest type of aircraft.

Further east along the coast is a string of resorts which are dealt with later in " East from Montevideo."

Fares :—Taxis are expensive, 50 cents for first 1,000 metres, and 10 cents for each 300 metres thereafter, or $5.00 per hour within city boundary. Charge whilst waiting : 10 cents for each 3 minutes. There is a supplementary charge for baggage at the rate of 30 cents per handbag over 80 centimetres long. Drivers are entitled to return fare beyond a certain radius. Trolley buses : flat rate of 12 cents in the city. Buses : flat rate of 12 cents. Automobiles : Inside city limits, $70 per day, $7 per hour.

Landing :—Steamers normally go alongside. Motor launches are usually available.

Hotels.

	Rooms.	Per Day—Per Person. Single Room.	Double Room.
Alhambra	65	$23.00 to $31.00	$21.00 to $24.00
Cervantes (without board)	62	$ 8.00 to $12.00	$ 8.00 to $ 9.00
Colón	52	$13.00 to $15.00	$11.00 to $15.00
España	60	$20.00 to $24.00	$18.00 to $22.00
Juncal	28	$11.00 to $12.00	$ 8.00 to $ 9.00
Nogaro	130	$22.00 to $33.00	$20.00 to $26.00
Palacio Florida (without board)	84	$ 7.00 to $10.00	$ 6.00 to $ 9.00
Palacio Salvo (without board)	52	$ 8.00 to $12.00	$ 7.00 to $ 8.50
Pyramides	41	$11.00 to $13.00	$11.00 to $13.00
Victoria Plaza (without board)	350	$20.00 to $28.00	$15.00 to $19.00
At Playa Ramirez			
Parque Hotel	105	$25.00 to $26.00	$23.00
At Pocitos			
Bulevar	27	—	$8.50 to $12.00
Ermitage	100	$23.00	$21.00
Exquisito	26	$12.00 to $28.00	$12.00 to $20.00
Gloria	20	—	$10.00 to $12.00
Suizo (without board)	18	$ 4.00 to $ 6.00	$ 4.00 to $ 5.00
At Malvin			
El Ancla Argentina	20	$9.00	$8.00
Las Brisas	34	$12.00 to $13.00	$10.00 to $12.00
Playa Malvin	20	$12.00 to $17.00	$ 9.00 to $13.00
Villa del Mar	22	$12.00 to $12.50	$10.00 to $13.50
At Carrasco			
Bristol	80	$19.00 to $28.00	$13.00 to $18.00
Carrasco Casino	95	$23.00 to $29.00	$23.00 to $29.00
Cottage	35	$20.00 to $29.00	$19.00 to $22.00

In addition to the above prices an extra percentage varying between 15 and 22% is charged for tipping.

(For announcements of local hotels and business houses see the latter section of this book, " Local Classified Advertisements.")

Meals at first class hotels : Breakfast, $1.50 ; Luncheon or dinner, $8.00 to $10.00 ; tipping, 20 per cent. Rates at hotels vary with the season.

Restaurants : The dinner hour is very late ; from 9 p.m. to 11 p.m. First Class restaurants are : the " Aguila ", next to the Solís Theatre ; the " Alhambra ", on the corner of Sarandí and J. C. Gomez streets ; also the " Victoria Plaza " Grill-Room, which serves native and American food. " Cicillo " is a good Italian restaurant, and also " Morini's ", which has excellent steak and fish (Corvina a la parrilla). Other good restaurants are : " El Pollo Dorado ", " Hostería del Molino " and the " Shorthorn Grill ". A good place for lunch is the Golf Club, which in addition to the good food, is in excellent surroundings with a good view. Typical Uruguayan food is served at the " Forte di Makale ".

Night Clubs : What little there is centres around the Parque Hotel and Casino Carrasco in the Summer. The Bar and the Záfiro Room at the Victoria Plaza ; also the Alhambra, Ermitage and Nogaró Hotels. Other night spots are the Club de París, Intermezzo, Amarechiare, La Cabaña and La Buhardilla.

Tea Shops : Known locally as confiterías. The main ones are : La Americana, El Telégrafo, Conaprole, Babalú, El Ateneo.

Clubs :—Uruguay ; Military and Naval ; Jockey ; Rotary ; Y.M.C.A ; Y.W.C.A. ; French ; English ; Italian ; La Prensa ; Catholic ; Brazilian ; Spanish ; Automovil ; Yacht Club ; Club Nacional de Regatas ; Rowing Club ; Touring Club ; Punta Carretas Golf Club ; Montevideo Cricket Club ; Argentine ; Carrasco Polo ; Swifts Golf Club.

Local Steamers : To Buenos Aires : daily service, 22.00 p.m. ($34.10 single $60.50 return within two months). To Rio de Janeiro (various companies), several services a week.

Airport : The main airport is at Carrasco, 13 miles outside the city.

Rail :—Through trains to São Paulo (Brazil ; 83 hours). Weekly train to Rio de Janeiro, with one change at Rivera. Trains to Salto and Paysandú, and all

parts. For services and times see the " Guia del Ferrocarril Central."
Restaurant cars are provided on all long-distance trains. It is usually necessary to book sleeping berths beforehand.

Sports :—Water sports are very popular. There are four large swimming clubs in Montevideo, the best of them being the Neptuno. Uruguay has three important yacht clubs, the Uruguayo, the Nautilus and the Punta del Este. The Uruguayo has a good club-house at Buceo. Both the Montevideo Rowing Club and the Uruguayan Club Nacional de Regetas have club houses on the Bay. The German Rowing Club is on the Santa Lucia River.

Fishing is becoming popular. Association football is played intensively. Rugby football is also played, and there is a yearly Championship. There are two good 18-hole municipal links. There are several Lawn Tennis Clubs, and two for Polo players. Horse races are held on the " Maroñas " Race Track, or Hipódromo, on Thursdays, Saturdays, and Sundays, and on the nearby Las Piedras track with parimutuels.

It is a matter of some pride to the British that nearly all these sports were introduced by them ; the Uruguyans play them with very great skill.

The **British School** in Montevideo, run by a British staff on British lines, is highly regarded by Uruguayans and Britons alike. About half the children come from Uruguayan families.

ADDRESSES.

British Embassy, and Consulate, Rincón, 454, 5th floor, corner of Misiones.
U.S. Embassy, Avdª, Agraciada, 1458, 2nd floor.
U.S. Consulate, Calle Rincón 487, 3rd floor.
British Chamber of Commerce, Cerrito 507, P.3.
American Chamber of Commerce :—Calle Juncal 1414.
Asociation de Fomento Intercambio Comercial Anglo-Uruguayo, (A.F.I.C.A.U.), Rincón, 468. Third floor.
The English Club :—25 de Mayo 409.
The British Council :—Agraciada 1464, Piso 1.
Anglican Church :—Rambla Gran Bretaña, corner Treinta y Tres.



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Excursions from Montevideo : Sayago, 5 miles north of the capital, by tram or rail, has an Agricultural College and an interesting experimental station. Beyond, the bus runs (one hour from Montevideo) to **Villa Colón,** a charming town amongst woods with a fine avenue of eucalyptus trees and public gardens. A little further is **Las Piedras** (12 miles from Montevideo), in a vine-growing district. It has a Gothic Chapel of the Silesians. Meetings are held every Thursday on the racecourse. **Canelones,** 27 miles by rail or autobus from Montevideo, beyond Las Piedras, is a typical small town of 15,600 inhabitants, in the grain growing area.

Santiago Vazquez, at the bar of the Santa Lucía River, gives good boating amongst a series of picturesque islets. A launch trip up the river reaches **Parador Tajes,** where there is a famous inn. The place is 31 miles from Montevideo by bus. There is good motor-boating at **Pando,** a town (10,000 inhabitants) on the banks of a small river 22 miles from Montevideo, from which there are bus and train services.

EAST FROM MONTEVIDEO.

Almost all the 100,000 tourists who visit Uruguay every year either stay at Montevideo and its beaches, or go eastwards to the estuary and Atlantic coast resorts. These are strung along a road, (with short branches to some of the resorts), which runs through Pando eastwards to Punta del Este ; beyond as far as the Brazilian frontier at Rio Branco, it is for the most part a second class or improved road. The new Balnearia road from Montevideo shortens the distance by 10 miles : to 26 miles, that is.

A railway companions the old road as far as La Paloma, near Rocha, so that all the resorts can be reached either by rail or road. This marvellous coastline—the Uruguayan Rivera—contains an endless succession of small bays, beaches and promontaries, set amongst hills and woods. A hundred tourist resorts have been erected here, some of them planned by landscape artists. We can give only the most important of them. The first,

Atlantida (*Atlantida ; Golf Palace ; Rex*), 36 miles from Montevideo, is ringed by fir forest and has a good golf course and country club. A short distance beyond, in groves of eucalyptus and pine, is the intimate and small beach of **Las Toscas.** Four miles beyond Atlantida is **La Floresta** (*Oriental ; del Parque*), surrounded by woods which can be explored on foot or on horseback. The chalets are pretty ; the place reminds one of the village of Landes, near Biarritz. About 22 miles on is **Solís** (*Alcion ; Solis Golf ; El Chaja*), at the mouth of a river. It has a very long beach, good fishing, delightful river and hill scenery, and a golf course.

The next resort, **Piriápolis,** has a fine casino hotel and some thirty others. Piriápolis is 18 miles from Solís and 80 from Montevideo. A local train runs to Pan de Azúcar, 10 miles to the north, on the main line. It has a yacht harbour. The town, set amongst hills,

is laid out prettily with an abundance of shade trees, and the district is rich in pine, eucalyptus and acacia woods. The hills, of volcanic origin, rise to over a 1,000 feet, and there are medicinal springs. There are good walks up the two peaks of Cerro del Ingles and Pan de Azúcar, crowned by a tall cross. It has a country club and a motor racing track.

The Plate estuary is now left behind, and 18 miles from Piriápolis is **Maldonado** (*Gran Hotel La Barra*), a port on the Atlantic with a population of 7,000.

This peaceful small town, sacked by the British in 1806, has many colonial remains : the parish church, the watch tower in the plaza, and fortifications on the beach and on Gorriti Island. Almost its only activity to-day is seal fishing on the Lobos and Castelles Islands. It is 3½ hours by rail from Montevideo.

Three miles further, facing the open waters of the Atlantic, lies the fast growing **Punta del Este,** with several beaches, some calm, some rough enough for surf bathing. The coast is more rugged here. There is a good golf course and fine fishing both at sea and in three near-by lakes and the river Maldonado. It has three casinos. Many yachts and pleasure cruisers tie up at the port. (*Hotels : Biarritz ; Playa ; Casino Miguez ; Casino Nogaro*). Near Punta del Este the **Playa San Rafael,** where there is an 18 hole golf course, is growing rapidly. (Hotels : *San Marco ; Casino ; L'Auberge*).

Many other small beaches have already been developed along the hundred miles of coast between Punta del Esta and the Brazilian border.

Both road and railway run on to **Rocha** (*Hotels Arrarte and Roma*), 115 miles from Montevideo. Rocha, lying a few miles away from the sea, has a population of 28,500. Groves of palms dotted about the dune land gives it an unusual beauty. The railway is continued southwards to the coast at **La Paloma** (*Hotels Del Cabo ; Barceló ; Ocean; Viola*). This is a good port for yachts, for it is protected by two islands. There is attractive scenery and good sea and lake fishing.

Beyond Rocha, on the road to Brazil, lie the two Colonial fortresses of Santa Teresa and San Miguel, the former said to be the oldest fortress in South America ; it is set in a magnificent national park. San Miguel has another and very fine national park where many curious native plants flower, and animals are preserved. It has a good hotel, the *Parador San Miguel.*

WEST FROM MONTEVIDEO.

There are roads and railways to nearly all the towns which will be dealt with now, and buses run along most of the roads. The towns on the coast or on the Río Uruguay can be reached by boat, and there are air services from Montevideo to most of them.

An almost straight paved road, part of the Pan-American Highway, runs from Montevideo westwards for 110 miles to Colonia del Sacramento, at which passenger boats from Buenos Aires berth. This is a busy road, for much traffic from the Argentine flows along it. A toll is levied at the Santa Lucia bridge near Montevideo.

About 74 miles from Montevideo, a 3 mile branch leads north to

Colonia Suiza, a Swiss settlement of some 4,500 people, with good hotels, in the "Switzerland of Uruguay." It lies in a beautiful area. Quite near is Nueva Helvecia, where the tourist can buy locally made Swiss musical boxes. At 75 miles along the main road, and just south, is another colony, this time of Waldensians, who still cling to some of the old manners and customs of the Piedmontese Alps. These three colonies are typical of the immigrant initiative which created the agricultural zone of Uruguay.

Colonia Suiza Hotels : Nirvana ; Del Prado.
Colonia Valdense Hotels : Brisas del Plata ; Parador los Ceibos.

Four miles further on, a main road branches off right to **Rosario** (3 miles), Mercedes (102 miles), and Fray Bentos. (21 miles further). **Rosario** is a typical agricultural town ; its main activities are dairying and grain production. Its port, **Juan Lacaze,** reached by a branch railway, lies 14 miles south-west. River steamers and yachts call here. Population : 8,000.

Clubs : Club Cyssa, a social, cultural and sporting club, with a stadium, football field and basket ball ground. Two fishing clubs.
Hotel : Aicardi.

Colonia (del Sacramento) is a pleasure resort on land jutting into the River Plate. It was founded by Portuguese settlers from Brazil in 1680, and still contains samples of private and official Colonial buildings. Colonial remains can be seen in the narrow streets of the older part of the town. Worth seeing amongst the old houses are the Parochial Church, the Municipal Museum in the ancient House of Almirante Brown, the Mansion of the Viceroy, the House of General Mitre, and the Farola. The plaza is particularly picturesque. Buenos Aires, to which there is a ferry service, is only 31 miles across the estuary. A "free zone" has been created here. Population : 15,000.

Hotels :—Esperanza ; El Mirador ; Colonial.
Shipping Services :— Cía. de Navegación Fluvial Argentina to Buenos Aires, daily at 11.30 a.m. Fares : first class single, $10.75 ; return, $18.75. Bus fare Montevideo to Colonia, $7.50 ; return double.

The road swings north and north-west to reach the resort of **Carmelo,** 46 miles away, on the shores of La Vacas River. (There is no railway to it). On the right hand side of the road between the two towns, are the ruins of a colonial building known as Calera de las Huérfanas. Population : 15,000. The port is one of the safest in the republic for small craft ; it harbours several hundred yachts during the season. In the summer there is a launch service to Tigre, across the river. The surrounding countryside is very like that of the Sierras of Córdoba. The ruins of a Jesuit building lie not far away.

Hotels :—Casino Carmelo ; Comercio.

Some 18 miles up the river, by car, is **Nueva Palmira** (population 3,500), a port of call for river steamers. Worth visiting in the town are the Pirámide of Solís, the Calera, the Camacho, the Capilla de la Concepción, and the Convento de la Reducción Jesuitica,(1780).

Some 12 miles away is the historical beach of La Agraciada, famous for the landing of the Thirty Three patriots on April 19, 1825, an event which led to Uruguayan independence. On the beach is a statue to General Lavalleja, leader of the Treinta y Tres. A patriotic festival is held on each anniversary.

The road is continued (in not very good condition), through the small river port of **Dolores,** (population, 13,000), 20 miles up-river from the confluence of the Río San Salvador with the Río Uruguay to

Mercedes : This livestock centre and resort is best reached, however, either by road from the main Colonia-Montevideo highway, or by railway from the capital (186 miles). It is set on the south bank of the Río Negro, 30 miles above the point where it empties into the Río Uruguay. Small vessels plying on the Río Negro connect at its mouth with large steamers plying between Salto, Montevideo, and Buenos Aires. This pleasant small town of 38,000 inhabitants is a yachting and fishing centre during the season.

Hotels :—Brisas del Hum ; Comercio.

Excursions :—To the islands on the Río Negro—the largest has an inn. To the small town of Santo Domingo, first town to be founded in Uruguay, to see a fine Colonial church and an old house.

Museums :—Paleontology and Natural Sciences ; the Museum of Eusebio Gímenez, with a gallery of paintings.

The road continues westwards (21 miles) to

Fray Bentos, a port on the Uruguay River, 120 miles above Buenos Aires and 250 miles, by water, from Montevideo. Passengers on the train from Mercedes have to cross the Río Negro by boat. The town's main industry is meat packing and canning ; it is here that the Liebig extracts are made. The excellent port has 24 ft. of water. Population : 18,000.

Steamers :—Launch services four times a week to Gualeguaychú, in Argentina.

Paysandu, on the E bank of the Río Uruguay (navigable here to vessels of 14 ft. draught), 76 miles by road from Fray Bentos, and 299 from Montevideo, is one of the two towns besides the capital which have reached a population of 60,000. It is an industrial town, mainly devoted to the meat industry, but there are important shoe and soap factories as well. It is the HQ of the Midland Railway. There is a golf club and a rowing club which holds regattas. The cathedral is modern. There is an interesting old cemetery on the outskirts.

Hotels :—Concordia ; Paysandu ; Montevideo.

Excursions :—To the waterfalls of the river Queguay, a few miles to the N ; to the Meseta de Artigas, 56 miles N of Paysandu, 12 miles off the highway to Salto. The Meseta, where General Artigas lived (statue), is 147 feet above the Uruguay river, which here narrows and forms whirlpools at the rapids of El Hervidero. A terrace commands a fine view.

Salto, 66 miles by road north of Paysandú (whence it can be reached by rail or river), is the other city which has reached a population of 60,000. Salto is a livestock centre ; its groves of oranges and tangerines are now giving way to sugar cane and beet. See the beautiful park of Solari ; the Municipal park with an open air theatre ; and the promenade along the river Uruguay—across the river is the Argentine City of Concordia.

Hotel :—Salto Gran.

Above Salto the river runs between high banks, with many rapids, so that only small boats can ply on it. A favourite excursion from Salto is by launch to one of these rapids, the Salto Chico ; another is to see the picturesque waterfall of Salto Grande, where a ranch-style guest house for fishermen is run by the Tourist Commission.

Both road (92 miles) and railway run north to the little town of **Bella Union** (5,000 people), near the Brazilian frontier. From Isla Cabellos on the line to Bella Union, a railway runs NE to **Artigas,** a frontier town in a cattle raising and agricultural area which does considerable trade with Brazil. It is 140 miles from Salto. Population : 26,000. Hotels : *Concordia* ; *Oriental.* Bus service to Salto.

OTHER TOWNS.

There are about a dozen towns other than those mentioned in the text, all pleasant, and most of little significance.

San Jose, 60 miles by bus or train north-west from Montevideo, is the most important. With a population of 13,000, it is a typical "agricultural zone" town. It has one of the best and largest churches in the country, and its resounding public clock can be heard a fabulous distance. A statue to Artigas in the Plaza commemorates the Peace of April, 1872.

Rivera (with 35,000 inhabitants), on the Brazilian frontier, is the terminus of a railway line running north from Montevideo (351 miles). It is divided by a street from the Brazilian town of Santa Ana do Livramento, which has a good golf course. Rivera is built on two small hills. Points of interest are the park, the Plaza Internacional, and the Dam of Cuñapirú. The railway is continued to Santos and Rio de Janeiro, in Brazil. Besides the inevitable cattle trade, tobacco and fruits are grown in the area.

Hotels :—Casino ; Nuevo.

10 Kms. by road or rail S of Rivera is the town of TACUAREMBO, (25,000 people), which has a most interesting Museo del Indio, containing the arms and implements of the original inhabitants, and of the later gauchos.

The remaining two towns worth describing are on the Pan American Highway running north-east from Montevideo to the Brazilian frontier : Minas, at kilometre 121, and Treinta y Tres, at kilometre 332.

Minas, with about 25,000 inhabitants, is a picturesque small town set in the wooded hills which supply granite and marble. Lavalleja, the leader of the Thirty-Three who brought independence to the country was born here. There is an equestrian statue to him. The church's portico and towers, some caves in the neighbourhood, and the countryside around are worth seeing. The Parque Salus, on the slopes of Sierras de las Animas, is only 5 miles to the south and very attractive. Different kinds of fine sweetmeats are made in Minas.

Hotels :—Minas ; Garibaldi.

Treinta y Tres, 200 miles by railway and road from Montevideo, has a population of 21,500. It is picturesquely placed a little distance from the Olimar River. The railway and the Pan American Highway go on to Río Branco, where they cross the Yaguarón River by an international bridge into the Brazilian town of Jaguarão.

Hotels :—Central ; Artigas.

NATURAL RESOURCES.

Apart from about 7 per cent. the whole land is given up to grazing. An estimate (May 1956) gives 6,000,000 head of cattle and 27.5 million sheep. There are 549,995 horses, 8,538 mules and asses, 16,887 goats and kids, and 259,000 hogs. The economy of the country is firmly based on the herds of cattle and flocks of sheep, which are slaughtered in the four frigorificos at Montevideo and the "Anglo," (Liebig's old frigorifico) at Fray Bentos. These establishments prepare tinned meats, frozen and chilled meats, extracts of beef,

guano, dried blood, fats, glue from the hooves, and the hundred and one other by-products of a frigorifico. These are largely exported to Europe and the U.S. There are also, in all, eight *saladeros* preparing charque and fats for export to Brazil and Cuba : four at Montevideo, three in Paysandú, and one at Artigas. Of the seven canning factories four are at Montevideo, two in Salto, and one in Paysandú.

The dairy industry is carried on mostly in the Departments around Montevideo. It produces enough milk, cheese and butter, but at high prices. The rapid increase in dairy herds, the high prices paid for wool and the consequent increase in the sheep population, and high "frigorifico" costs are hampering the meat export trade. Meat exports, too, are now subsidised. The cattle population is falling rapidly and cattle are now imported from Argentina.

The decline in meat exports continued in 1955. Exports of frozen meat have fallen from 61,200 tons in 1951 to 3,200 tons in 1955, and of tinned meat from 20,900 tons in 1954 to 5,000 tons in 1955. Total value, 1955—U.S.$7.2 millions, or 2.6 per cent. of total exports.

Most of the sheep stock comes from England : Merinos, Lincoln, and Romney Marsh. Wool, the main source of income, is clipped from September to November. The total clip is about 90,000 m. tons. Domestic consumption is about 10,000 m. tons, and the rest is exported ; the largest buyer is the Netherlands. In 1955 wool shipments (including wool tops), were valued at U.S.$74.2 millions, or 40.5 per cent. of total exports ; it was 61.3 per cent. in 1953.

Shipments of wool was 128,940 bales of 460 kilos in 1954-55, and 228,937 bales in 1955-56.

The production of cattle hides, sheep skins and bristles is naturally large. The exports of these products in 1955 were valued at U.S.$15.0 millions, or 8.3 per cent. of total exports.

From the foregoing percentages of total exports represented by meat and meat products, wool, hides and skins and bristles, it will be seen that the pastoral industry accounted, in 1955, for 51.4 per cent. of the total exports. In 1953, they accounted for 86.8 per cent.

The **pastoral way of life** is so important in Uruguay that it would be advisable to give a more intimate glimpse of it. The typical Uruguayan estancia is set within a grove of high trees. At or near the gate is a small house, brick or adobe, with a roof often of thatch. This is the home of one of the puesteros, or pasture tenders, whose duty it is to look after one of the large potreros, or pastures, and to keep the gate.

Entering the pasture and driving through, one follows a cart track or an avenue of eucalypti. The pasture may be of 100 or even 5,000 acres. Well-managed estancias make rather small enclosures, the better to arrange their stock—from 200 to 500 acres in the main pastures, with smaller paddocks of from 40 to 100 acres, more or less, near the headquarters.

The estancia headquarters gleam white through the trees. There are the galpones, or barns, for shearing and possibly storing the wool ; stables for horses and sheds perhaps for cattle ; small houses for the peons, or labourers ; and last, the house of the estanciero himself, which may be large, but is usually a rambling, roomy, one-

storey brick building, plastered on the outside, and roofed with tiles. It is probably surrounded by a garden yielding oranges, peaches, apricots, figs, plums, roses, flowers, and vegetables.

In ordinary weather, when there is little to do to the sheep, the men are employed in perfecting the fences, repairing the houses, getting up the sheep for assorting or culling, or in work with the cattle, of which there are always a number. The fences are inspected at short intervals and there is a rigid scrutiny of every sheep for scab disease.

Lambing begins in April, May or June, and lambs born then get a good start during the winter and grow rapidly in August and September, when the spring comes. Other estancieros have all the lambs born in August and September, or sometimes as late as October.

Droughts in Uruguay are possibly less severe than in Argentina, though there is little difference in this respect. Locusts come in swarms from the north, settle over the lands, strip trees of their leaves, gardens of their plants, orchards of their fruit ; consume even the grass and the very weeds. Few species of trees and plants are untouched by the destroyers. They come at irregular periods, and after a time disappear for another lull.

It is customary to furnish food to the labourers on estancias. The food is chiefly mutton, and a man and his family may consume from 70 to 100 sheep in a year.

The Government's policy is to break up the large estancias, but estates of over 1,000 hectares still account for 53 per cent. of the land.

Commercial farming and grains : For reasons explained in the general introduction to this chapter only a small proportion of the land suitable to grain and crops has been used for that purpose.

The main agricultural zone lies south of a line drawn from Minas north-westwards to Fray Bentos, on the Río Uruguay. From 1895 to 1947 some 4 to 6 per cent. of Uruguay's 17,950,000 hectares were cultivated within this area. Since 1947, however, a heavy wheat subsidy has led to the ploughing up of most of the best grazing lands, and particularly the winter pastures. Wheat is now grown in 800,000 hectares, and the cultivated area risen to 7 per cent. of the total. The results have not been altogether happy. The wheat cannot be sold abroad at prices high enough to cover the subsidy. The contraction of grazing land and the growth of sheep flocks at the expense of cattle has created a meat scarcity in a country where annual meat consumption per head is the largest in the world (232 pounds).

There is now a considerable amount of wheat for export as grain and flour and mostly to Brazil. The second crop, flax, taking up a seventh of the area to wheat, also yields a surplus for export, along with its by-products, linseed oil and cakes. Maize, oats, common barley and brewing barley are grown for internal use. The internal consumption of rice is 30,000 m. tons, but 68,000 are grown, mostly in the north, and the excess exported. Locally grown and processed sunflower seed has displaced olive oil as an edible oil. Uruguay's policy now is to export elaborated products rather than raw materials: flour and not the grain, oil and not seed, but production costs are

high and she is unable to export the vegetable oils without heavy subsidy.

Agricultural products accounted for 26.3 per cent. by value of the total exports in 1955, as against 21.0 per cent. in 1954.

Fruits (oranges, mandarines, lemons, pears, peaches, apples) of excellent quality are produced, but not for export, throughout the country. About 340 m. tons of tobacco, not nearly enough for local needs, is grown. The vineyards are nearly all in the department of Montevideo. About 72 million litres of wine and 107,000 m. tons of Tannat, Pinto, and Gamay Noir grapes are produced.

Locally grown **sugar** supplies 40 per cent. of consumption.

Fishing round the coast is being developed and the catch is about 7 million pounds. The south coast may be divided into three fishing zones : low zone, from Colonia to Piriapolis ; middle zone, from Piriapolis to Punta del Este, considered the best fishing centre in the world by the Bureau Internationale de Peche de Paris ; and the high zone, from Punta del Este to the Brazilian border.

Minerals are, unfortunately, almost completely absent. There is no coal, no oil, no iron. What Uruguay has in plenty is marble of great variety and beauty, as may be seen in many of the large buildings at Montevideo, more particularly the Legislative Palace, often called the Marble Palace. There is also a large quantity of granite.

Trade : The various exports of major importance have been dealt with in the text. The main imports are raw materials (including crude oil), machinery and spares, motor vehicles, fuel and lubricants, building materials, groceries and foodstuffs, and drapery and haberdashery.

	Exports.	Imports.
1952	U.S.$208,900,000	U.S.$257,200,000
1954	U.S.$248,958,000	U.S.$274,541,000
1955	U.S.$183,678,000	U.S.$225,958,000

Exports are based on the value of licenses utilised and imports on the value of clearance permits authorised.

In 1955 imports from the United Kingdom were U.S.$24.7 million ; from the U.S.A., $43.6 million. Exports to the U.S.A. were $16.3 million ; to the United Kingdom, $24.9 million.

The funded **Public Debt** at June 30, 1956, was 1,143.2 million pesos internal and 98.7 million pesos external.

INDUSTRIAL DEVELOPMENT.

The main impediments to industrial development are the lack of raw materials and particularly of coal and oil for power. Even firewood is imported. Uruguay's only source of power is water, thermal, and diesel generated electricity. A dam over the Río Negro was completed in 1949, and a plant with a capacity of 128,000 kilowatts is operating. Other such projects are in the planning stage. Installed capacity is 289,700 kw.

Uruguay has made rapid strides in the development of her industries. At first it was based upon locally produced raw materials :

woollen textile spinning and weaving, leather goods, dairy industries, breweries, cement. But the closing up of foreign sources of supply during war-time created a number of other industries, many of them based on imported raw materials. The cotton textile industry is developing, and now supplies nearly all the local needs. A rayon spinning and weaving industry, backed by United States capital, has been set up. Motor tyres are produced in the country. There is a strongly established pharmaceutical industry ; wireless receivers and valves are also produced locally, as well as the simpler type of domestic electrical fittings. Electric stoves, domestic equipment, water heaters, and domestic refrigerators are also manufactured locally, often using certain imported components. There is an important local clothing industry. There is, however, no advanced heavy industry, no production of vehicles, internal combustion motors, complicated electrical machinery, cables, etc. Generally speaking, wages are high by South American and European standards in terms of output. Local industry suffers from the smallness of the domestic market and its inability to compete internationally on account of high production costs, but in spite of these difficulties, industrialization is being intensified. The tendency now is to export semi-manufactured instead of raw materials (wool tops, vegetable oils instead of seed, flour and not wheat, cured or semi-cured hides) with the assistance of special rates of exchange. Some of the industries are altogether uneconomic, but local manufacturers are protected by high tariffs and restrictive import licensing and manufactured exports are subsidized by special exchange rates. Already it can be said that local industry now supplies a major part of the manufactured goods used in the country. Many products are, however, becoming so dear that consumers find it increasingly difficult to pay for them.

Uruguay produces 296,000 m. tons of cement and uses 412,000 m. tons.

INFORMATION FOR VISITORS.

A **passport** and visa is necessary for entry into Uruguay. Application for a visa should be made at least a month before sailing to the Consul-General at 48 Lennox Gardens, London, S.W.1., or to one of the consulates at Glasgow, Liverpool, Southampton, Cardiff and Dublin. Requirements for the visa vary, and enquiries should be made at a consulate in good time.

A business visitor needs the following documents for a visa :

(a) Proof, in the form of a letter from his employers or Chamber of Commerce or other responsible body, as to the business nature of his visit ;

(b) a medical certificate from the doctor appointed by the consul verifying that he has been vaccinated against small pox and diphtheria and is not suffering from an infectious disease ; and

(c) evidence that he will obtain a passage to and from Uruguay.

The visa, which permits its holder to stay three months in Uruguay,

may be renewed for another three months once, if necessary.

The same documents are needed by a person travelling through Uruguay to another country, plus a certificate from the competent authorities in the country of final destination that he is authorized to enter that country.

Business men and commercial travellers are strongly advised to read "Hints to Business Men visiting Uruguay," which is issued free on application to the Commercial Relations and Exports Department of the Board of Trade, Horse Guards Avenue, Whitehall, S.W.1.

The **language** of the country is Spanish, with local variations of both pronunciation and vocabulary from those commonly used in Spain. Professional people and business men often understand English, which is being studied by an increasing number of people.

Best times for visiting: Most tourists visit Uruguay during the summer (December to March), though hotels are then inclined to be full and have to be booked in advance. Business visits can be paid throughout the year, but the best months are the winter months between June and August, and December and January. In the latter period the wool clips and crops are being actively exported and there are more liquid assets than at other times. In June, July, and August, orders are being placed for the winter season 12 months ahead.

Clothes are much as for England, depending upon the season. The heat, tempered though it is by the breezes, is inclined to be oppressive occasionally in summer, and light clothing is worn. In winter heavy clothing and underwear is necessary, owing to the Polar winds which can be expected. Women wear fur wraps.

Food and Drink: Typical dishes contain the products of the country: meat, vegetables, milk, eggs and fruit. Meat is consumed at almost all meals, as Uruguay is one of the largest meat consumers per capita in the world. The man in the street does not consider his meal complete without a "churrasco" (steak). "Asados" (meat roasted on a spit) and "parrillada" (mixed grill) are served to clients on small braziers. Two other good native dishes are "puchero" (beef with vegetables, bacon, beans and sausages) and "carbonada" (a meat stew with rice, peaches, raisins and pears). Other specialities are pie, barbecued pig and grilled chicken in wine. The native wine is very good. Maté is a favourite drink between meal hours. There is no difficulty in obtaining imported drinks such as whisky, gin, brandy, etc. The local drinks are caña and grappa. Pastries are very good indeed.

Food precautions: Endemic diseases are rare. Fresh vegetables can be eaten, and fresh water and milk drunk without boiling at Montevideo only. Watercress is not advised. Inoculation against typhoid and small pox is a desirable precaution before a long stay in the remoter interior.

Tipping: Most hotels and restaurants add a service charge of from 15 to 22 per cent. Taxi drivers expect about 10 per cent. of the

fare. Tips at cafes are about 15 per cent. Cinema ushers get 10 centisimos.

Local Information Centres : The Oficina Nacional de Turismo's Central Office, Av. Agraciada 1409, 5° piso, issues excellent tourist literature in English. It has built a number of good Guest Houses at the various resorts ; information about them is given at the Information Office, Diagonal Agraciada and 18 de Julio. It has a useful list of hotels at the resorts and their tariffs.

" Automovil Club del Uruguay," Plaza Libertad 1356, founded in 1890 in Montevideo, publishes road maps of the city, its environs, and the country at large. It has set up a system of guide posts and danger signs, with directions as to the nearest petrol-filling station. The Club organizes excursions into Brazil, Argentina, Paraguay, Chile, and farther afield.

Dial 213, and you are through to a central information bureau which gives information about communications, the weather, cinemas, and theatres and the like.

Carnival week, from the Sunday to the Tuesday before Lent, is a riotous festival of merriment in Montevideo which attracts a large number of visitors. The houses and streets are decorated ; mummers and merry masqueraders, singing and dancing, parade the streets ; there are flower battles by the sea at Pocitos ; the hotels, clubs and casinos are thronged with masked dancers performing the tango and the zamba. In each district, open air stages are set up to give colourful, humorous shows and serious drama. It is, in short, a great communal merrymaking well worth attending.

La Semana Criolla, or Creole Week, offers horse-breaking, stunt riding by cowboys, dances and song. Women riders rival the men in skill.

The **Cost of Living** is very high for British visitors. The index (1948 = 100), stood at 180.8 in June, 1956.

Prices : The Government has fixed authorised tariffs for luggage carriers and outside porters ; for tug boat excursions and launch journeys to and from vessels off-shore ; charges at its own hotels, at beaches, and admission to casinos. They are worth knowing.

The Press :—MONTEVIDEO : " El Bien Publico " " El Dia " " El Pais " " La Tribuna Popular." " Mundo Uruguayo " (weekly), ; " El Diario " " La Manana " " El Debate " " El Plata " " Accion " " Diario Oficial " " Southern Star " and " The Sun," (in English). Montevideo has 15 daily newspapers, many of them with a nation-wide coverage. *El Diario* has a circulation of over 100,000.

Radio : There are about 40 stations, 20 of them in Montevideo. They are much used for advertising.

PUBLIC HOLIDAYS.

January 1 : New Year.
January 6 : Children's Day.
Feb., or March : Carnival.
Easter Week : Week of the Tourists.
April 19 : Landing of the 33.
May 18 : Battle of Las Piedras.
July 18 : Constitution Day.
August 25 : Independence Day (1825)
October 12 : Discovery of America.
November 2 : All Soul's Day.
December 8 : Beach Day.
December 25 : Christmas.

Currency :—The monetary unit is the peso, of 100 centesimos.

The type of import determines the rate of exchange. The free market rates in November, 1956, were 11.01/11.06 pesos to the £, and 4.03/4.035 pesos to the dollar.

Weights and Measures :—Metric units are alone legal, but the use of some of the old land measures still persist.

Letters, Inland : City, every 20 grammes or fraction, 3 cts. Country, 7 centesimos. Abroad : South and North American States and Spain, every 20 grammes or fraction, 7 cts. Europe, Asia, Africa, etc., 12 cts. Air letters to Europe, $0.36 ; to Spain, $0.31 ; to U.S.A. $0.25 per 5 grammes.

Air Mail and surface mail from Great Britain, see p. 28.

Telegrams :—Inland, Argentina, Paraguay, Chile, and Bolivia, ordinary telegrams, first 10 words, 70 centesimos ; every additional word, 5 cts. There is a wireless telegraphy service between Montevideo and Buenos Aires, Santiago, New York, London, and Paris.

Cables :—The Western Telegraph Co., Ltd. (British), the All America Cables & Radio Inc., and Italcable provide communication with all parts of the world through their cable stations at Montevideo.

Telephone calls may be made from the United Kingdom to Uruguay between 1 p.m., and 7 p.m., daily (G.M.T.). The minimum charge is £3. 10s. 0d. for a 3-minute call. The Cía Telegráfica-Telefónica del Plata has telephone and telegraph services to Buenos Aires, where connections are made with the international network of the International Telephone and Telegraph Company.

The Government-owned Cerrito station supplies international radio-telegraph communication service. Press wireless service is provided by Press Wireless Uruguaya Ltda. Radio-telephonic conversations with the United States and Europe, etc., are routed through Buenos Aires.

British Embassy and Consulates in Uruguay : The Embassy is at Calle Rincón, 454, esq., Misiones P-5.

There is a Consulate at Montevideo, and Vice-Consulates at Maldonado and Fray Bentos. The office of the Commercial Secretary is at the Embassy.

Uruguayan Embassy and Consulate in Britain : The Embassy is at 48 Lennox Gardens, London, S.W.1. The Consulate-General is at the same address, and there are Consulates at Cardiff, Glasgow, Liverpool, Southampton, Swansea and Dublin. The Ambassador is Dr. José Quadros.

United States : The U.S.A., are represented in Uruguay by an Ambassador, a Consul-General, and two Vice-Consuls at Montevideo. The offices are at Av. Agraciada 1458.



Saxton's map of Scotland, 1583

It's a question of locality . . .

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VENEZUELA

Routes to Venezuela :—

From Great Britain and Europe :—The quickest route is by air. B.O.A.C. have two flights a week *via* Jamaica and Barbados, where a transfer is made to a West Indian Airways plane to Maiquetia, the airport for Caracas. There are also services from Europe by Air France, K.L.M., Iberia, Alitalia, and the Venezuelan L.A.V.

P.S.N.C. passenger vessels call at La Guaira. Royal Mail Lines have a cargo service between the United Kingdom and Venezuelan ports. There are direct sailings also by Harrison and Blue Star lines, but no passengers are carried. The French Line (C.G.T.) has passenger sailings to La Guaira from Plymouth. To Vigo and Lisbon, where connection can be made with the River Plate Service of the Royal Mail, there is a luxury liner service by the Portuguese Cia. Colonial. Italian and Spanish ports are served by Sidarma, Italia and other Italian and Spanish passenger services. Scandinavia and Belgium have direct passenger cargo-service by Johnson Line. From Holland there are passenger ships of the K.N.S.M.

From the U.S. : By air, passengers may reach Venezuela by the following companies, Pan American, L.A.V., Chicago and Southern, K.L.M. which operate flights out of New York, Miami and New Orleans. Avensa has a service from Miami. Real calls on its flight between Rio de Janeiro and Miami and vice versa.

By sea, Grace Line maintains two weekly passenger services from New York every Friday, one to La Guaira in 5 days and the other to Maracaibo, Amuay, Puerto Cabello, Guanta and Cumaná. There are cargo vessels of C.A.V.N., K.N.S.M., and Alcoa out of New York. From the Gulf there are passenger and cargo vessels of Alcoa and Lykes Bros. From the West Coast there are passenger/cargo sailings by Grace Line, and the Pacific Republics Line sails fortnightly from San Francisco and Los Angeles to Puerto Cabello and La Guaira.

From Colombia : Air lines are maintained by Pan American, Taca and Avianca. Caracas can also be reached from Bogotá by road. By sea, there are frequent services from Venezuela to Colombia, but few sailings from Colombia to Venezuela.

From Peru : There are direct flights by L.A.V.

From Argentine, Brazil and Uruguay : There are direct air services by Pan American and Aerovías do Brasil.

By sea, the Argentine State Line maintains a passenger liner service, every two or three weeks.

Venezuela has 2,000 miles of coastline on the Caribbean Sea. To the east is British Guiana and Brazil, to the south Brazil, and to the west, Colombia. Its area is 352,150 square miles, or about twice that of Germany. It was given its name 'Little Venice' by the early Spanish navigators who found in the Indian lake dwellings of Maracaibo a dim reminder of Venetian waterways.

The country falls into four very different regions : the Venezuelan Highlands to the west and along the north ; the Maracaibo Lowlands around the fresh water lake of Maracaibo ; the vast central plain of the Llanos of the Orinoco ; and the Guiana Highlands, which take up over half the country.



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Miles
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CARIBBEAN SEA
Aruba
Curaçao
Bonaire
Margarita Island
Cúpira
Trinidad
Tortuga
Cumaná
NORTH EAST HIGHLANDS
Barcelona
Tucacas
Puerto Cabello
La Guaira
Caracas
Maracay
Valencia
Lake Valencia
CENTRAL HIGHLANDS
San Felipe
Barquisimeto
Valera
Motatán
Trujillo
Timotes
SIERRA NEVADA DE MERIDA
Páramo de Tamá
Páramo de Tachira
Páramo de Cocuy
Sierra de Perijá
Peninsula de Goajira
MARACAIBO
Lake of Maracaibo
Urachiche
Cucuta
San Cristóbal
To BOGOTÁ
COLOMBIA
LLANOS OF THE ORINOCO
San Fernando
R. Apure
R. Arauca
R. Orinoco
Ciudad Bolivar
Puerto Ordaz
GUIANA HIGHLANDS
Andean Highway
Railways
Above 650 Feet

The Highlands are an offshoot of the Andes. From the Colombian border they trend, at first, towards the north-east to enfold the Maracaibo Lowlands. This section is known as the Sierra Nevada de Mérida. Beyond they swell out into the Segovia Highlands north of Barquisimeto ; they then turn east in parallel ridges along the coast to form the Central Highlands, dipping into the Caribbean Sea only to rise again into the North-Eastern Highlands of the Peninsulas of Paria and Araya.

Of these sub-divisions, the **Central Highlands** are by far the most important : they have the densest population, for they contain the capital, Caracas, and the cities of Valencia and Maracay. The mountains here rise abruptly from the dry and hot coast-line to heights of from seven to nine thousand feet. Above an elevation of a few hundred feet there is abundant rainfall, so the slopes are covered with tropical forest. The capital, Caracas, lies in a small basin, a rift in the mountain which runs some 15 miles east and west. This ancient and once serenely small Colonial town has been transformed into the most astonishing modern city in all the Americas : the nation's cultural and administrative centre and hub of its industry. Its immense recent growth is not based on agriculture, which employs half the people of the country, but almost entirely on the nation's vast mineral wealth.

Sixty miles west of Caracas is the great basin in which lies the Lake of Valencia and the towns of Maracay and Valencia. After Caracas, these are the most important industrial cities in Venezuela with textile, sugar, paper, rayon, rubber, animal foodstuff, cement and other factories.

The basin, which is only 1,500 feet above sea-level, receives plenty of rain, and is one of the most important agricultural areas in the country, growing sugar, cotton, maize, beans and rice as the main crops.

In the other valleys and depressions in the Central Highlands, the crops are cacao and coffee with lesser cultivation of maize, beans, rice, manioc and bananas.

The eastern part of the **North-eastern Highlands,** with summits rising to 6,700 ft., has abundant rainfall and cacao is grown in clearings in the tropical forest. The western part is comparatively dry ; most of the inhabitants live in this region, some 65,000 of them at Cumaná, the most ancient European settlement in South America, and 38,000 at Barcelona. The oil now being exploited in Eastern Venezuela is the most important factor in its economy.

The **Segovia Highlands,** lying north of Barquisimeto, suffer from droughts, and are only sparsely settled where the river valleys remain wet. The Peninsula of Paraguaná has now become important because of the oil refineries there. The largest density of population is in Barquisimeto, which is served by the port of Puerto Cabello, to which it is joined by a modern highway. Sugar is grown here, and some cacao and coffee for export. There are copper mines at Aroa.

The **Sierra Nevada de Mérida,** running from south of Maracaibo to the Colombian frontier, is the only part of the Venezuelan Highlands where snow lies permanently on the higher peaks. Near Mérida itself there are five such snow caps of 16,000 feet or so. Here,

the highest cable railway in the world is to be built.

Several basins lying between the mountains are actively cultivated. The lower areas, up to 3,000 ft. (the *tierra caliente*, or hot country) with an all-the-year-round temperature of from 75 to 80 degrees, and with a three degree difference between the coldest and warmest month, are given over to tropical products. The *tierra templada*, or temperate zone lying between 3,000 and 6,000 ft., has an average annual temperature of between 65 and 75 degrees, and even a smaller difference between the hottest and coolest month. This is the coffee country. Higher still, between 6,000 and 10,000 ft., lies the *tierra fria*, or cold country, where grain is grown. Average temperature, which does not change with the seasons, is between 55 and 65 degrees. Above the limit for trees and agriculture, between 10,000 ft. and the snow line at 15,400 ft., lie the alpine meadows, or *paramos*, as they are called.

The inhabitants are concentrated mainly in valleys and basins at between 4,200 and 2,600 ft., above sea level. The three towns of Mérida, Valera and San Cristóbal are in this zone. The *paramos* are almost deserted.

The Sierra is peculiar in that it has two distinct rainy and dry seasons in the year. Two crops of the staple food, maize, can be harvested up to an elevation of about 6,000 ft.

The **Lowlands of Maracaibo,** lying in the encircling arms of the mountains, is more or less windless, extremely hot, and excessively humid. Average annual temperature is higher than anywhere else in Latin America. Rainfall steadily decreases from the foothills of the Sierra Nevada to the coast, and the diminishing water supply is expressed, in terms of vegetation, in the merging of tropical forest into semi-deciduous forest, and then into scrub forest as it nears the coast.

In these lowlands is the fresh water Lake Maracaibo, of about 5,000 square miles, 120 miles long and in places over 60 miles wide. It is joined to the sea by a waterway, 2 to 8 miles wide and 34 miles long, at the mouth of which is the bar of Maracaibo. In 1956, a 34-foot channel was completed across the Maracaibo Bar, but dry cargo vessels, unless they first discharge to lighters, are still limited by the depth, a maximum of 24 feet, alongside the quay in Maracaibo port.

Until 1917 the area was poor enough, dependant on fishing and the carriage of coffee across the lake from the Sierra. Since the discovery there of one of the world's greatest oil fields in 1917, there has been a magical transformation, both in appearance (a forest of oil derricks covers the shore swamps and some of the lake), and in prosperity. The little town of Maracaibo, which had 18,000 people in 1918, is now a modern city of 390,000.

Llanos of the Orinoco :—Ever since 1548, when they were introduced by the Spaniards, cattle have ranged the great treeless grasslands lying between the mountains and the Orinoco River. These grasslands, 600 miles long and 200 wide, are intersected by slow running streams and there is an occasional small " lump " or mesa on the level plain. In spite of poor pasture, and the viscissitudes of the wet and dry seasons, the Llanos have been traditionally associated

with one industry only : cattle raising. But two new factors have now entered their economy : the Guarico dam, by controlling flood and drought, has created thousands of acres of fertile agricultural land (there is to be a similar, but larger scheme at Barinas) ; and secondly, oil concessions recently granted may convert the Llanos into a major petroleum producing area. Even if this comes to pass, cattle raising will no doubt still remain important.

There are about 4,000,000 cattle on the llanos to-day ; many are of the Zebu type from Brazil and India.

The **Guiana Highlands,** lying south of the Orinico River, constitute half of Venezuela. They rise, in rounded forested hills and narrow valleys, to flat topped tablelands on the borders of Brazil. These lands are very sparsely populated ; they are not even fully explored ; but the savannahs (mixed with semi-deciduous forest), would make better cattle country than the llanos. So far, however, they have only attracted interest for the minerals they contain. The small town of El Callao, 112 miles by road to the Orinoco port of San Félix, is the largest gold producer in Venezuela. The gold is carried by air to Caracas. Diamonds have been found in many places, particularly on the Gran Sabana plateau. But it is the immense iron ore reserve in the area which is likely to have the greatest impact on Venezuelan economy.

Summing-up :—Venezuela, then, is a country where natural obstacles to farming, cattle breeding, and communication are formidable. Had it not been for the discovery of oil, the country would have remained poor. However, thanks to its mineral wealth it is now a prosperous modernised country with an overall per capita average annual income of £220 (U.S.$616), the highest of any country in South or Central America.

History :—At the beginning of the 16th century, Venezuela was inhabited by peaceful tribes of Caribs and Arawaks : better fed, healthier and more virile on the uplands, poorer and more disease-ridden in the lowlands. They could make no effective resistance against the Spaniards who landed on the Peninsula of Paria in 1499. The first permanent Spanish settlement was at Cumaná, in 1520. Soon afterwards settlers reached Coro, at the foot of the Paraguaná Peninsula. Indian slaves were used to mine and pan for gold, but the results were disappointing and the settlers turned to agriculture, forming settlements at Barquisimeto in 1551, at Valencia in 1555, and at Caracas in 1567. It was not until after a hundred years of consolidation in these areas that they began to occupy the rest of the country, inter-marrying freely with the Indians and later introducing Negro slaves to work the sugar plantations. Centralised colonial control from Spain was as irksome here as in the rest of Latin America to the mestizos and American-born Spaniards. There was a rising against Spain in 1796 and two abortive attempts to set up a government by Francisco Miranda in 1806 and 1811. When Miranda had been captured, the movement was led by Simon Bolívar, a Venezuelan with a touch of Indian blood born at Caracas in 1783. He met with little success until his capture of Angostura (Ciudad Bolívar) in 1817. There he was joined by a contingent of experienced

Peninsular veterans recruited in London ; at their head, and backed by the cattlemen of the Orinoco, he undertook a dramatic march over the Andes to win the battle of Boyacá and capture Bogotá. Three months later, the revolutionary congress at Angostura—with most of Venezuela still in Royalist hands—was announcing the republic of Gran Colombia, a union of what is at present Ecuador, Colombia and Venezuela. Six months later the revolutionaries routed the Spanish forces at Carabobo. There was some desultory fighting for two more years, but the last of the Spanish forces surrendered at Puerto Cabello in 1823.

Before Bolívar's death in 1830, Páez declared Venezuela an independent republic. Other presidents of note were Guzmán Blanco, Juan Vicente Gomez (1909/1935), and Medina, who introduced the petroleum laws. It is, however, under the presidency of Gen. Marcos Pérez Jiménez that Venezuela has progressed fastest and furthest.

Population :—The census of 1950 put the total population at 4,985,716 including the native Indians. A large number are criollos, of mixed Spanish and Indian blood. There are some pure Indians, but they are mostly in the Guiana Highlands and in the forests west of Lake Maracaibo. There are a few pure Negroes and a strong admixture of Negro blood along the coast, particularly at the ports. The arrival of 800,000 European immigrants since the war has greatly modified the racial make-up in Venezuela.

Slightly more than half the population lives in the towns. By January, 1956, the population was estimated to have grown to 6,180,000.

Religion and Education :—The people are nearly all Roman Catholics, but there is toleration of other religions. Elementary schools are free, and from the age of 7 to the completion of the primary grade, compulsory. In 1952 there were 6,212 schools with 536,212 pupils. There are three universities, one at Caracas, over 300 years old, one at Mérida, and one, the University of Zulia, at Maracaibo. As becomes a country so utterly dependent upon minerals, there is also a School of Geology at Caracas.

Social Insurance : Sickness and maternity insurance and workmen's insurance, established by law in 1944, applies to nearly every part of the country. Farm workers (about half the population) are outside the act. Insurance against industrial accidents and disease (premiums paid entirely by the employer) is compulsory. So also is sickness and maternity cover, paid jointly by employers and employees, for all employed persons whose annual wage is under Bs 9,600. A workman's compensation law applies to all workers not subject to compulsory social insurance : employers are liable, in case of occupational injury or disease, to pay the compensation fixed by law, but are not forced to insure against it. Petroleum companies operating where compulsory insurance does not yet apply are obliged to maintain hospitals and dispensaries for their workers and to organise their own medical services.

Constitution and Government :—The Republic of Venezuela is a Federal Republic of 20 states, a Federal District, and two territories. All its constitutions, and there have been many, have been singularly enlightened but often in abeyance.

Sixteen of these have granted suffrage to all Venezuelans over 21 unconditionally. Since 1830 only one has insisted that the voter should be able to read and write ; only two have denied the right of voting to women ; five have put the voting age at 18 ; and only one

has allowed the President to succeed himself after his term of office. The electoral statute of April, 1951, restricted the vote to those over 21.

Following the general elections of November 30th, 1952, General Marcos Pérez Jiménez was declared President by the Constituent Assembly. Dr. José Loreto Arismendi is Minister for Foreign Affairs and Dr. Laureano Vallenilla Lanz is Minister of the Interior.

CAPITAL AND CHIEF PORTS.

Caracas, the capital, founded in 1567, has a population of 1,000,000. It lies in the basin of Caracas, on the southern slopes of the coast range, at an altitude of 3,136 ft., but the southern parts of the city are 400 ft. lower. Although in a torrid zone, the temperatures are moderate, showing a maximum of 90°F. in July and August, and an occasional minimum of 48°F. in January and February.

A comparatively low pass (3,412 feet) in the mountains, gives Caracas access by road to its port, La Guaira. The distance down the sharp slope is only 9 miles ; the magnificently engineered new road between the two towns is only 10.8 miles—twenty minutes by automobile. Modern highways connect Caracas and La Guaira, as well as Caracas, Maracay, Puerto Cabello and Valencia. There are also railways between Caracas and Valencia and between Valencia and Puerto Cabello.

Those who remember the Caracas of a few years ago with its narrow streets of low colonial houses and almost no industry, cannot but be struck by its recent transformation. The city itself is now more than 9 miles long. Its percentage growth since the war has been greater than that of any other Latin-American capital. Large new urban areas have been added and the look of the centre itself changes from year to year as colonial buildings give way to modern many-storied edifices and new avenues are hewn across its face, and as new colleges, public buildings, great blocks of workmen's flats and other improvements are added. All this new building is architecturally impressive. No visitor could fail to respond to such typical examples as the magnificent University City, the Centro Simón Bolívar, and the Military Academy.

Starting in Catia, an industrial and warehousing zone in the west where both the highways from La Guaira enter Caracas, one has the Avenida Sucre, which joins the magnificent new Avenida Urdaneta to provide rapid transit to San Bernardino (head offices of Shell, Mene Grande (Gulf Oil), Caracas Electricity, various embassies, Hotel Avila and residential district), and thence by the Avenida Andrés Bello to the eastern suburbs and Country Club or, by turning right down the Av. Principal de Los Caobos, to the Plaza Venezuela, with its fine fountain representing the rivers of Venezuela, at the eastern end of the Los Caobos park. From Plaza Venezuela, the Avenida Abraham Lincoln leads east through Sabana Grande, a modern shopping and business centre, and continues as the Avenida Francisco Miranda to the residential section of Altamira with its magnificent square and obelisk.

Alternatively, forking right out of Avenida Sucre and crossing the viaduct completed in 1954, one reaches El Silencio, a government

housing project on the site of a former slum, and thence passes through the Centro Simón Bolívar with its twin sky-scrapers and its underground parking and bus station and so along the new Avenida Bolívar to the Autopista del Este which provides quick communication to the new University City, Plaza Venezuela, the new Creole (Standard Oil) headquarters, Sears Roebuck store, the Concha Acústica at Bello Monte (an almost perfect open air concert auditorium), Hotel Tamanaco and the eastern residential and industrial areas which include such factories as a tyre plant, automobile assembly plant and margarine industry.

To the south-west from El Silencio the Avenida San Martín leads towards Antímono and another manufacturing zone with match and detergent factories, rolling mill and a second automobile assembly plant. This area can also be reached direct from Catia by the Avenida Morán. In the south-west is also the older residential section, known as El Paraíso.

The Avenida de las Fuerzas Armadas runs north/south, passing over the Avenida Urdaneta and under the Avenida Bolívar to join up, by means of El Portachuelo, a short cutting through the hills, with the Avenida Nueva Granada, leading to the Officers' Club and the southern suburbs, and with the Avenida Guzman Blanco, a scenic highway along the hills to Paraiso and the west.

From Catia in the west to Altamira in the east, Caracas is now a built-up area which stretches for nine miles.

The Plaza Bolívar, with a statue of the Liberator, is in the centre of the city. It is paved with mosaics and shaded by trees. Most of the great public buildings and of the places worth visiting are close by.

Points of Interest :—The Panteón Nacional, on Av. Norte, the resting place of Bolívar ; the tomb of Miranda, who died in a Spanish prison, has been left open to await his return. The Casa Bolívar, where the Liberator was born, a colonial house built round a patio. The Palace of Justice, which contains the banner of Pizarro, conqueror of Peru. The Capitol, where Congress meets ; in the north wing is the Elliptical Salon, with some impressive paintings and a bronze urn containing the 1811 declaration of independence. The Museo Bolivariano, with relics of the war of independence, including the sword presented to Bolívar by Peru, and the spear used by Páez in the battle of Carabobo. The Academy of History, whose library contains the 62 volume diary of Miranda discovered in an English country house. El Calvario, a hill reached by going west from Plaza Bolívar, has magnificent views of the city. The Cathedral, for its beautiful façade ; the Church of San Francisco, for its colonial altars.

The best paintings, mostly of national heroes and history, are in the Elliptical Salon, the Ministry of Foreign Relations, the Holy Trinity (with an alleged Rubens and Murillo), the City Hall, La Pastora, and the Museum of Fine Arts.

Passenger Services : There are many bus services (urban fare usually Bs.0.25), " puestos " (or cars running on regular routes which charge from Bs.0.50 to Bs.1.00) and taxis which charge, according to distance, from Bs.3.00 to Bs.5.00, or Bs.8.00 per hour. From the air port and La Guaira the fares asked are generally Bs.35.00 and Bs.25.00 respectively.

Addresses : In the centre of Caracas, each street corner has a name, and addresses are generally given as, for example, " Santa Capilla a Mijares " (the address of All America Cables) rather than the official " Calle Norte 2, No. 26." Maps giving the street corner names can be bought locally and are also issued by the oil companies.

HOTELS.

Single room without meals.

Tamanaco ..	Bs. 30 a day	
Avila	Bs. 35 „	
El Conde ..	Bs. 25 „	
Potomac ..	Bs. 25 „	
El Nacional ..	Bs. 25 „	
Anauco ..	Bs. 20 „	
Astor	Bs. 60 „	.. (per flat of 3 bedrooms, sitting room, and kitchen. No meals provided).
Comercio ..	Bs. 15 „	
Savoy ..	Bs. 16 „	
Humboldt ..	.. ..	.. at top of cable railway (often in clouds).
Suites only at	Bs. 90 „	

The Avila is high up overlooking the city. The Tamanaco is out in the Eastern Suburbs and also high up. The Potomac is just outside the centre of the city, as is the Astor. The Nacional, Conde and Anauco are in the centre, convenient for banks and business houses, but noisy. The Tamanaco, Avila, El Conde, Potomac and Nacional have good dining rooms, but it is no longer customary to offer inclusive terms.

Restaurants : CENTRE : Alvarez, Canterbury, Paris Pasapoga, Town Tavern. S. BERNARDINO : Anatole, Bagdad, El Encantado, Jardín, Rincon de Baviera. EAST : Chez Martine, El Campo, Dragon Verde, Hector, Paprika, Pelican, Pizzaría Doña María, Tarzilandia, Toni, Tranquilino, Tyrol.

Clubs :—The luxurious Country Club, east of the town and at the foot of the mountains, has an 18-hole golf course. Others are clubs Valle Arriba, Caracas Sports Club, Altamira, Paraiso, Venezuela, Florida, Los Cortijos, Caracas, Central. Membership of the better clubs is attained by the purchase of a share, which costs Bs.32,500 for the Country Club and Bs.21,000 for the Valle Arriba Golf Club. The new military Club (Circulo de las Fuerzas Armadas) is well worth seeing and, provided that there is no public function and that the visitors are soberly dressed, permission to view the premises, including a fine mural of the Discovery of America, is often granted.

Sports and Recreations :—Golf, tennis, riding, fishing, racing, motoring, bull fights (almost every Sunday), baseball, football, swimming, etc. There are tolerably good theatres and numerous cinemas.

Excursion : Up the Avila by cable railway for a fine view of the city and the coast. The Caracas station, near Av. Andres Bello, is at an altitude of 995 mts. ; the top of the Avila (*hotel*), is 2,215 mts. above sea level. The journey may be continued by Cable railway to the coast, a few miles east of La Guaira.

British Embassy and Consulate :—Edificio Titania, San Bernardino.

U.S.A. Embassy and Consulate :—Av. Avila, San Bernardino.

Canadian Embassy and Consulate :—Pan-American Airways Building, Av. Urdaneta.

Anglican Church :—Av. Libertador, Las Caobos.

British Council :—(Instituto Cultural Venezolano-Británico) :—Calle Sur 21, No. 3.

All America Cables and Radio, Inc. :—Calle Norte 2, No. 26. Branch Office : Hotel Avila.

Banks :—Banco Central ; Banco de Venezuela ; Banco Caracas ; Bank of London and South America ; Royal Bank of Canada ; Banco Holandes Unido ; National City ; Frances y Italiano.

Rail :—To Maracay, Valencia.

La Guaira, Venezuela's leading port, is an artificial harbour which handles over a million tons of cargo a year. It has a fine passenger terminal to berth four liners simultaneously and excellent quays and warehouses with berths for about 16 cargo vessels. The maximum safe draft is 30 feet. By road it is now 20 minutes to Caracas.

In the vicinity are many seaside resorts and residential districts with a total population of about 70,000. A pleasant drive can be made along the Avenida Soublette eastwards to Macuto, Laguna Beach, Caraballeda and so on to Los Caracas (28 miles) a Government holiday resort for workers.

Westwards, on the way to Caracas, is the international airport of Maiquetía.

The mean temperature at La Guaira is 85°F.

Hotels : see Caracas.
Restaurant : Passenger Terminal.
All America Cables and Radio, Inc. : Calle de la Cárcel.
Government Radio with powerful sending station for ships.

Maracaibo, on the north-western shore of Lake Maracaibo, capital of the State of Zulia, is 372 miles by sea from La Guaira. It exports coffee from the Sierra Nevada de Mérida and the Colombian border, but its great population (390,000) and its importance comes from the fact that it is set in one of the most productive oil regions of the world. Ships drawing a maximum of 24 feet can safely dock.

The climate is damp and hot, but healthy. The hottest months are July, August and September, but there is usually a sea breeze from 3 p.m. until morning. The mean temperature of 83°F. and average humidity of 78° are most felt at sea level. The new part of the town round Bella Vista and towards the airport, occupies higher ground. New Government buildings have been built, others modernised and miles of streets paved. The city dates from colonial times, has a cathedral and many ecclesiastical institutions, and good parks. A 5-mile bridge will soon span the Lake.

Indian villages which dotted the shores of Lake Maracaibo a few years ago have been replaced by thriving oil towns, such as La Rita, Cabimas, La Salina, and Lagunillas.

However, on the western side, between the Rivers Santa Ana and Catatumbo, there lies a wedge-shaped tract of swampy land, varying in width from about 20 to 60 miles, which has still to be crossed on foot by white man. This is inhabited by the Motilones, an Indian tribe, who will have no truck either with white men or other Indians. Few have tried to penetrate this tract and even fewer have returned. The Motilones, who keep within their self-appointed borders, are not to be confused with the friendly Goajiras who inhabit the peninsula north of Maracaibo and are also a picturesque feature of that city. The southern border of the Motilones' territory, the River Catatumbo, is famed for its almost nightly display of lightning for which there is, as yet, no accepted explanation and which caused it to be known in the old days as " The Lighthouse of Maracaibo."

Hotels :—Hotel del Lago ; Detroit ; Granada ; Victoria ; Shamrock.

Communications : Maracaibo is connected by air with Maiquetía (air port for Caracas), Las Piedras, San Antonio (air port for San Cristobal), Merida, Valera, Barquisimeto, Las Piedras (for Amuay and Cardón) and other Venezuelan towns. Other air lines connect Maracaibo with Barranquilla, Curaçao, Trinidad, Miami, New York and Europe. There are motor bus lines to Caracas and the Andes, but these are not recommended to those who want a high standard of comfort. It is often possible to find taxis both to Caracas and the Andes towns which charge so much per person. Grace Line passenger vessels have a weekly service to New York.

All America Cables and Radio, Inc. : Calle del Comercio 2.

Banks :—Banco de Venezuela, Banco Comercial de Maracaibo, Banco de Maracaibo, Royal Bank of Canada, Banco Holandes Unido, Banco Frances e Italiano.

From Maracaibo and the Eastern Shore of Lake Maracaibo there are pipe lines to the **Paraguaná Peninsula,** where both the Shell and the Standard Oil groups have built refineries, the first at Cardón, and the latter at Amuay. The airport, which has services to Maracaibo (55 min.) and Maiquetía (air port of Caracas), is known as Las Piedras. The town itself is known as Punto Fijo (*Hotel del Este*). Eventually all four places will merge into one big town. In 1954, a new public seaport, Las Piedras-Paraguaná, was opened between Amuay and Cardón, which are oil company private ports. This new port also serves the town of Coro (1 hour by road), capital of the State of Falcon, as ships now seldom call at the old port of La Vela.

Puerto Cabello, 60 miles to the west of La Guaira, is the natural entry by road and railway over a low pass for the raw materials for Valencia's industries. Valencia itself is only 34 miles away. This, the second most important Venezuelan port, has an excellent harbour; a lighthouse, and a dry dock shipyard. Average temperature, 81°F.,

population, about 48,000. The local playground is the Playa Ganango beach, half-an-hour by car.

Besides the Pan-American Highway, which gives it access south to the Valencia basin and westwards to Colombia, there is a modern highway which runs past Tucacas to Coro, at the neck of the Paraguaná Peninsula, and thence continues to the Paraguaná Peninsula. Coro has a population of 36,847. A standard gauge railway is now being built to Barquisimeto.

Hotels at Puerto Cabello :—Rivera, and Balneario Cumbotó, on the beach, 10 minutes from town ; **at Coro :**—Miranda.

Industries : Vegetable oils, soap, candle factories, and flour mill.

Fifteen miles west of Puerto Cabello, at the junction of the Pan-American and the road to Tucacas is **Morón,** with the giant Government Petro-Chemical Plant. Via Tucacas, it is 320 miles to Palmarejo (whence car ferry to Maracaibo) ; via Barquisimeto and the new road from Carora it is 300 miles. Both roads are good.

THE PAN-AMERICAN HIGHWAY.

The Pan-American Highway, which links Caracas by road with the other capitals of South America, follows closely the route of Gomez's Great Andean Highway as far as Lake Maracaibo, though many sections have been widened and straightened. On it, or by it, most of the important towns in Venezuela can be reached. It is, therefore, proposed to follow this route in some detail.

The new road from Caracas leads through piled up mountains to Los Teques, capital of the state of Miranda (*Hotel Los Alpes*, with a magnificent view of the mountains), and then through several attractive little towns till it deploys into the more open coffee and cacao country of the Aragua valley and reaches, 67 miles, the town of

Maracay, the capital of Aragua State. It has a population of about 90,000, and is at an altitude of 1,500 ft. It was once in his heyday, the playground of General Gómez after he had cornered the cattle industry, and some of his most fantastic whims are still there for all to see : the previous *Hotel Jardin* with its beautiful park and fountain, built for his revels ; the unfinished opera house opposite ; his modest little house for personal use, and the bull ring, an exact replica of the one at Seville. The Gómez mausoleum, built in his honour, has a huge triumphal arch. Maracay has two military aerodromes. The main importance of Maracay lies in its military training institutions ; it is the Aldershot of Venezuela. It is also the centre of an important agricultural zone and the school and experimental stations of the Ministry of Agriculture are worth visiting. The main industry is textiles.

Hotels :—Maracay, Moro (converted from a private residence belonging to Gomez and built in an attractive colonial style), Barracas.

Excursions to : Lake Valencia ; to Las Delicias, Gómez's country house, where he died, with its adjoining zoo : to Ocumare de la Costa, 30 miles north *via* Rancho Grande, the uncompleted palace Gómez was building when he died ; and on to Turiamo, a naval base, along a road built by Gómez so that he could escape to the sea if things grew too hot for him. There is a road southwards to the llanos.

Twenty-nine miles to the west of Maracay the road reaches, through low hills richly planted with citrus, coffee and sugar,

Valencia (population, about 120,000), the capital of Carabobo State. It stands on the west bank of Cabrioles River, three miles before it empties into Lake Valencia. It is the fourth largest city in the republic, the centre of its most developed agricultural region,

and the most industrialised. The climate and situation are delightful and attract visitors. Annual mean temperature 76°F. The atmosphere of the most ancient and narrower streets is that of old Spain. The interesting Cathedral and the market place face each other across the central plaza.

Hotels :—Carabobo, Victoria.

Excursions :—To the monument on the battlefield of Carabobo, southwards, to see the battle story told in bronze : the British soldiers who helped Bolívar are particularly realistic.

The road winds down a mountain valley, past Las Trincheras, a spa with radioactive mud (*Hotel Balneario Termal*), to El Palito, from which there is a 7-mile branch to Puerto Cabello. Here it strikes up into the Andes again, reaching an altitude of 1,800 ft., at (58 miles) **San Felipe** (population 18,060), the capital of Yaracuy State and a centre for sugar, cacao, cotton, maize, fruits, rice, and hides. (Hotel : *Bolívar*).

There is an alternative road from Valencia to Barquisimeto (50 miles longer) *via* Acarigua, a thriving town in the centre of an agricultural zone.

Barquisimeto, the capital of Lara State, with a population of around 153,000. Altitude, 1,856 ft., mean temperature, 78°F. The town stands on one of the alluvial fans so prominent in the Andes, and deals largely in the produce of the area : sugar, coffee, cacao, cereals, cattle, and copper. It manufactures biscuits and textiles, especially sacking. The city, with one foot, as it were, in the llanos, is the gateway to and the collecting point of the semi-barren Segovia Highlands to the north.

Hotels :—Nueva Segovia ; Rex ; Lara.

About 75 miles from Barquisimeto, we have a triple choice. To Maracaibo, there is an excellent road northwards through the oil districts of Mene Grande, Lagunillas, La Salina and Cabimas (*Hotel Florida*) to Palmarejo and, thence, by car ferry to Maracaibo. If, however, we are going to San Cristobal or Colombia, we can either continue by the Pan-American Highway, completed in 1954, along the end of Lake Maracaibo ; or we can take the older and longer, but more beautiful Great Andean Highway (the one we shall now follow), through to

Valera, the most important town in the state of Trujillo, with a population of 25,000.

Hotel :—Atlantic.

Near Valera are La Mesa (*Hotel Europa*) and La Puerta (*Guadalupe*, a fine hotel), both hill resorts for Maracaibo and district.

From Valera a visit may be paid to the state capital, **Trujillo,** (*Hotel Trujillo*), at 2,640 ft. This politically important town is gradually losing ground commercially to Valera. Valera has an airport with lines to Barquisimeto, Caracas, Maracaibo and Merida.

The Western Andes of Venezuela : We are now in the Sierra Nevada de Mérida and come, after 25 miles, to **Timotes** (*Hotels Park* ; *Aliso*), a mountainous little place set high in the cold grain zone. The road now climbs steadily, by tortuous loops, through increasingly wild and more and more barren and rugged country, past

the tree line and on to a windy pass where it crosses at 13,500 ft. Here can be seen the monument to Bolívar's famous crossing of the Andes to liberate Colombia. On the pass itself stands a very pleasant little hotel (*Páramo*) in chalet style. The road then dips rapidly, descending through the striated zones of timber, grain, coffee and tropical products to reach level land at last and the town of Mérida.

Mérida, capital of Mérida State, whose white towers have long been visible, stands at an altitude of 5,400 ft. (mean temperature, 65°F.), on a typical alluvial terrace seven miles long, and surrounded by cliffs and plantations. It has grace and charm, and might have been lifted straight from Castile, with its narrow cobbled streets, its flowers, its convents, its shuttered houses and neat plaza at the town's centre with university, cathedral, barracks and hotel grouped round it. Here is the religious and academic centre of the republic. It holds its market, attended by Indians, on Monday ; its *jour de fete*, with masked dancing and revelry, is on April 4. The town is famous for its candied fruits. Population, 34,000.

Air Service :—direct to Maracaibo, 70 minutes ; also to Caracas and San Antonio.
Hotels : Prado del Rio ; Belengate ; Sierra.

The road passes on through the riotously fruitful Chama Valley to Lagunillas. Fifty miles beyond Mérida the road begins to climb towards the paramo of La Negra. A 185 miles from Mérida, after passing through wild country on the borders of Tachira State, it reaches

San Cristóbal, on a plateau 34 miles from the Colombian border, at an elevation of 2,720 ft. Population, 75,000. It stands on an alluvial terrace above the Torbes River, which flows south into the Orinoco basin.

From San Cristóbal there is a good new road over the mountains, with beautiful Andean views, to San Antonio (the air port for San Cristóbal).

Hotels at San Cristóbal : Bella Vista ; Tamá. San Antonio : None.

San Antonio is the frontier town and is connected by international bridge with Colombia. Crossing this bridge, the traveller reaches the Colombian town of Cúcuta, distant about 10 miles, whence he can continue by road or air to Bogotá. Eight miles N on the Venezuelan side, lies the new spa of Ureña, with natural hot springs. (*Hotel Aguas Calientes*).

From Caracas there is an alternative and very scenic route. Continuing from Acarigua, between Valencia and Barquisimeto, there is an asphalt road to **Guanare** (*Hotel La Coromoto*), a national place of pilgrimage with an old and interesting parish church containing the much venerated picture of the Virgin of Coromoto, patron of Venezuela. The asphalt road continues to **Barinas** (*Hotel Llano Alto*), the fast-growing capital of the cattle-raising and oil-rich state of the same name ; it has a pipe line to Puerto Cabello. A few miles before Barinas, another good but unpaved road leads through wonderful mountain valleys to join the Valera/Mérida road, about halfway between Timotes and Mérida.

EASTERN VENEZUELA.

Eastern Venezuela, with Highlands in the north-east rising to 6,700 feet, the great Llanos of the Orinoco to the south, and south of the Orinoco again the range of Guiana Highlands, was not until quite recently of much account in Venezuelan economy. Some coffee and cacao are grown on the eastern slopes of the north-eastern Highlands in the tropical forest, but the western slopes are subject to drought. Cattle roam the Llanos, and the Guiana Highlands produce gold and diamonds. But this picture has been changed. About 26 per cent. of Venezuelan oil now comes from this area, and south of the Orinoco a vast iron ore deposit has been discovered and is now being mined.

Eastern Venezuela can most conveniently be divided into three zones : the petroleum zone, the Orinoco zone, and the coastal zone.

The journey into the petroleum zone may well begin at the international airport of Barcelona, which is served by L.A.V., TACA, and AVENSA.

Barcelona, capital of Anzoátegui, with a population of about 38,000, lies on the west bank of the Neveri River, 3 miles from the ocean. There is a large number of livestock in the district. Other products are sugar, cacao, coffee and tobacco. Mean temperature, 80°F. Steamers from La Guaira call at Guanta, 11 miles from Barcelona. In 1958 a railway will be built to Naricual, where coal mines are to be reopened to supply the new steel mill at Matanza.

Hotels :—Plaza ; Neveri.

Barcelona has a few modern buildings, a brewery and bottling plants, but it has now been surpassed commercially by

Puerto La Cruz, 10 miles from Barcelona, from which it is reached by an asphalt highway. Puerto La Cruz, formerly a fishing hamlet, is now a thriving town of 45,000 with two oil refineries (Mene Grande and Phillips). Its commercial sea port is Guanta, with regular lines to the U.S., and European ports. Between Barcelona and Puerto La Cruz is the pleasant residential and bathing resort of Lecheria (*Hotel Lido*).

Puerto La Cruz Hotels : Miramar ; Guaraguao ; Polo Norte ; Nautico.
Bank : Royal Bank of Canada.

An asphalt road goes inland, skirting Barcelona. At Km. 52 (where there is a restaurant), a road forks left to Jusepín, Quiriquire, and Caripito, all oil camps of the Creole. Near Jusepín is Santa Barbara (air port), an oil camp of the Sinclair. Caripito is the Eastern headquarters of Creole (Standard Oil) ; it can be reached by ocean-going tankers and vessels by river from the Gulf of Paria.

On a subsidiary road turning right before reaching Quiriquire is **Maturin,** capital of the State of Monegas. It is an important commercial centre with a population of over 40,000. It has an international airport with services to Caracas and Trinidad.

Hotels : Internacional ; Alameda ; Italia.

Continuing straight on from Km. 52, the road reaches Anaco (*Hotel Club Molino*). It has an airport, is an important centre for oil well service contracting companies, and is the headquarters of Socony Vacuum. Beyond Anaco a branch road leads to San Joaquin

(Creole), and San Roque (Phillips).

The main road continues to Cantaura, a minor centre, and goes on to **El Tigre** and El Tigrito (*Hotels : Oasis ; El Rancho*), both important trading centres within 12 miles of one another. About 5 miles along the road is San Tomé (airport), the eastern headquarters of Mene Grande (Gulf Oil).

From El Tigre a good asphalt road leads off to Caracas ; the one we are following leads, straight and flat, 75 miles over the Llanos to **Soledad** (*Hotel Torre*), on the north bank of the Orinoco river. From Puerto La Cruz to Soledad is about 175 miles. On all the roads mentioned there are taxis carrying passengers on a seat basis, or they may be hired for exclusive use.

Crossing the river we leave the petroleum zone and enter what may be termed the Orinoco zone, though Texas has a small field and refinery in the Orinoco zone too, at Tucupita (airport), in the Delta. There are car ferries from Soledad across the river (up to 8 p.m.), to

Ciudad Bolívar, set on the southern bank of the Orinoco 250 miles from its delta. It is no exaggeration to say that this town, of less than 45,000 inhabitants, is the commercial and trading centre for half Venezuela—the poor half. In spite of the tropical climate and an average temperature of 83°F., the town is fairly healthy. It stands at one of the ' narrows ' of the Orinoco, where the river is not more than a mile wide.

To this river town are brought for export the various products of the area : gold, diamonds, hides and skins, balata, chicle, and tonka beans. It is, in turn, a considerable importer and distributor of the cheaper kind of goods.

The town was once known as Angostura, and under that name was important in the life of Bolívar : it was to Angostura that he withdrew after defeat to reorganise his forces, and the British Legionaries joined him ; it was at Angostura that he was declared President of that Gran Colombia which was to crash before his death. When the town was still known as Angostura, a physician invented the famous bitters there in 1824. The factory was moved to Port of Spain in 1875.

It is, in many ways, a busy, romantic place, with a constant coming and going of the most varied river craft. It has now a floating pontoon dock where ocean-going cargo boats (K.N.S.M. and C.A.V.N.) discharge.

Hotels :—Bolívar ; Piscina.
Bank :—Royal Bank of Canada.
Airport :—Served by LAV and AVENSA.
Excursions : An interesting excursion can be made by air to the Angel Falls, the highest in the world, and to Canaima a nearby tourist camp in the jungle.

Fifty miles east by road, or down river, from Ciudad Bolívar, on the southern bank of the Orinoco, we reach the new iron and industrial zone. First comes

Matanza with its huge Government Steel Works (ready 1958). Its pontoon dock on the Orinoco, destined to serve as a public port for the region, is known as Dos Hermanas. About six miles further is

Puerto Ordaz, port of shipment for the Orinoco Mining Co., with 1,100 foot wharf having a loading capacity of 60,000 tons of iron ore a day. Here, there is a year round safe draft of 24 feet (soon to be extended by dredging to Dos Hermanas). Pilots are generally taken at Guiria in the Gulf of Paría. Puerto Ordaz is connected by private railway with the Cerro Bolívar mine.

Crossing the Caroní by car ferry, we come to

Palua, port of shipment for the Iron Mines at El Pao with which it is connected by road and rail. The ore is mainly lightered to Puerto Hierro near Guiria, for during low water (January/March) there is only 14 feet alongside. Nearby, is the 200,000 kW Caroní hydro-electric plant, easily augmented to 600,000 kW if, as is expected, an aluminium plant is erected to use the local bauxite. Three miles beyond is

San Felix (*Hotel San Felix*), an old river bank port, off which ocean-going vessels tranship Ciudad Bolívar cargo to lighters during the low water season when the depth at Ciudad Bolívar, itself, sometimes falls to 14 feet. Manganese ore is brought here by road from near Upata and loaded by barge, pending building of a dock at Aramaya (5 miles away).

There are regular air lines to Puerto Ordaz and San Felix.

Up river from Ciudad Bolívar, C.A.V.N., river boats ply as far as **Puerto Ayacucho** (*Hotel Amazonas*), capital of the Federal Territory of Amazonas, which has an area of 175,000 square kilometres and a population of only 15,000, of whom about 5,000 live in Puerto Ayacucho. The town also has L.A.V. air service. Beyond Puerto Ayacucho are rapids, but smaller launches on the upper Orinoco can reach the Casiquiare and the Rio Negro which flows into the Amazon. In 1955/56, two Americans successfully canoed to the Argentine, continuing from the Amazon by way of the Tapajoz, Paraguay and Paraná. The trip took about one year.

San Fernando de Apure (*Hotel Apure*), with both road and air (L.A.V.) connections to Caracas, is also served by the C.A.V.N. river boats. Population 18,000, it is the capital of the State of Apure, of considerable importance since oil concessions were granted throughout the State. The other industry is cattle raising.

The C.A.V.N. river trip, too long for most business men, is recommended to tourists. The first-class is comfortable, but limited.

The Coastal Zone : Starting east from Puerto La Cruz, the road passes through Guanta and Pertigalete (cement factory) and goes on through the most beautiful coastal scenery in Venezuela to the seaport of Cumana, 52 miles from Puerto La Cruz.

Cumana straddles both banks of the Manizanes, a mile from Puerto Sucre. It is the capital of the State of Sucre, with a population of about 60,395. It has an important sardine canning industry and exports coffee and cacao. There is an airport. Average temperature : 83°F.

Hotels :—España ; Europa ; Rio.

The road goes on to the port of **Carúpano,** on the Paria Peninsula. It has a population of 30,000, an airport, and exports coffee and cacao.

Hotel :—Carúpano.

Margarita Island, lying off the north coast, is reached by steamers or sailing vessels from the mainland ports, or by air. It is over 40 miles long and from 5 to 20 miles broad, with an area of approximately 444 square miles, of which 144 square miles is salt marsh and desert. The population is over 70,000, which makes it the most densely settled State in Venezuela. The climate is exceptionally good, but rain is scanty.

The islanders are mainly occupied in pearling, fishing (fish are exported to the mainland), and in fibre work, such as hammocks and straw hats. The main port, **Porlamar,** with a population of 20,000, is the chief commercial centre. A port, **Pampatar,** on the south-eastern side of the island, can be reached by car from Porlamar. Population, 3,000. The capital is **La Asuncion,** with a population of 4,500. The famous virgin in the Cathedral wears robes covered with pearls. This tropical island, with its excellent climate and most interesting people is well worth a visit. The best time is January, February, and March, when the pearling fleet sets out.

Hotels at Porlamar :—Bella Vista ; Bahía. Porlamar and Pampatar are linked by air with Caracas through the airport at Porlamar.

ECONOMY.

Venezuela, now the world's second largest producer, is utterly dependent on oil. Some 74 per cent. of this comes from the Maracaibo basin and 26 per cent. from eastern Venezuela. The main producers are the Creole Petroleum Company (43 per cent.), the Shell Group (30 per cent.), and the Mene Grande Petroleum Company (15 per cent.). Production, given a great impetus by the last war, was 787,375,000 barrels in 1955, and 690,000,000 barrels in 1954. Much of this is exported in the crude state to the refineries of Aruba and Curaçao, but refining in Venezuela itself is on the increase. Shell have a refinery at Punta Cardon, on the Paraguana Peninsula, the Creole group another at Amuay, and Mene Grande a third at Puerto la Cruz, NE of Barcelona. They now refine about one-fourth of the total production.

Export of crude oil and refined products is in barrels :—

	1953	1954	1955
Crude	489,233,000	528,600,000	590,738,000
Refined	119,510,000	126,250,000	147,904,000

Value of above exports, 1950—Bs. 3.8 billion ; 1955—Bs. 6 billion.

Oil makes up 94 per cent. by value of the total exports. All the rest of the country's products, mineral and agricultural, account for only 6 per cent. Some of this is made up of gold and diamond export from the Guiana Highlands. (Production of gold was 1,744,088 grams in 1954 and 1,901,635 grams in 1955). The output of diamonds (40 per cent. of which are industrial and 60 per cent. gem), was 96,983 carats in 1954, and 141,147 carats in 1955.

Vast amounts of iron ore from south of the Orinoco river now rank second to oil. Two companies are working : the Orinoco Mining Co., a subsidiary of U.S. Steel Corp., (see Puerto Ordaz) ; and The Iron Mines of Venezuela, a subsidiary of Bethlehem Steel Co., (see Palua). A third company, Trans-Western of Venezuela, now building a 150-mile railway from El Trueno, SW of Ciudad Bolívar, to the Orinoco near Puerto Ordaz, hopes to start producing in 1958.

Venezuela produced 5.4 million tons of ore in 1954, 8.4 million tons in 1955, and 11.1 million tons in 1956.

A little coal, asbestos, limestone, gypsum and asphalt are produced. Salt deposits are worked by a Government monopoly. There are known deposits of magnesite, phosphates, copper, nickel, lead, mercury, chrome, and radio-active minerals, some of which are being worked.

The rest of the exports are made up mainly of coffee and cacao. Nearly all the coffee, and about 66 per cent. of the high quality cacao goes to the United States.

Coffee exports, 1954—25,185 m. tons ; 1955—37,689 m. tons.
Cacao exports, 1954—16,473 m. tons ; 1955—16,046 m. tons.

Though agriculture employs about half the population, Venezuela remains a food importing country, but the figures are not as high as

is generally supposed. Thus, in 1955, the imports of essential foodstuffs amounted to 98s. (U.S.$13.75) per head and the total of all food imports, including wines and spirits, was 162s. (U.S.$22.75) per head. The main imports under this heading were barley, flour, malt, dried milk, eggs and copra. Venezuela is now self-supporting in rice, maize, potatoes and sugar, all formerly imported.

Forests cover half its area and are almost untapped. A little hardwood is exported, but pinewood is imported. Exports of balata and chicle have fallen off considerably ; export of tonka beans is about 35 tons a year.

178,682 tons of wheat flour were imported in 1955, but some wheat is now being milled locally.

Much livestock is being imported for breeding. At the last agricultural census there were 5,359,654 cattle and 1,292,808 hogs.

Venezuela's older proven oil reserves are sufficient to last until 1970 at the present rate of extraction, but in January 1956 the Government announced that it would grant new concessions which will open up fresh fields. Consequently, the next two decades are likely to see the rise and fall of many places in Venezuela, as the older fields become exhausted and the newer ones open up. Many new concessions have been granted in Lake Maracaibo, but the main development is likely to be in the Llanos and, possibly, in the Venezuelan territorial waters in the east.

Immigration :—Venezuela's greatest need is for immigrants who will turn to the production of food. It is allowing 4,000 Europeans a month to enter.

Foreign Trade : The exports given below include oil and oil products, the proceeds of whose sale does not return to the country in full. Imports are mainly machines, instruments and apparatus, metals and manufactures, foods and drinks, textiles, and chemical products.

	Exports.	Imports.
	Millions of Bolivares.	
1953	4,735.6	2,475.8
1954	5,686.9	2,745.8
1955	6,408.7	2,959.6

In 1955 the U.S. supplied 58.9 per cent. by value of imports and the U.K. 7.9 per cent. The ports of entry by value were La Guaira 54.2 per cent., P. Cabello 14.7 per cent., West 19.8 per cent., East 11.3 per cent.

Documentary Dangers : The Venezuelan Custom House Law presents certain dangers to the exporter. Bills of lading may not be consigned to order, but must be nominal, and the consignee so named can, by certain formalities, obtain possession of the merchandise without presentation of original documents. This can be avoided by consigning goods to a bank, but even then there are certain risks, for if the draft is not met and the goods withdrawn, there will be a fine, after 6 days from the vessel's arrival of Bs. 10 for the first day and Bs. 5 for each additional day, plus 10 per cent. ad-valorem storage charges per month, based on the F.O.B. value. After 60 days, either the duties, consular fee, fines and storage charges must be paid or the merchandise will be sold at auction by the Customs and the proceeds will accrue to the State. Goods once documented for Venezuela cannot be reshipped without paying import duty, etc.

Public Debt. :—External : nil. Internal : nil.

Foreign Investments : B.10.2 billions in 1952 ; 92 per cent. are in the petroleum industry ; the U.S. holds 59.2 per cent., the Low Countries 26.4 per cent. and Great Britain 12.7 per cent.

INDUSTRIAL DEVELOPMENT.

The first post-war decade, and especially the second half, has been one of intense industrial development in Venezuela, both in the expansion of old industries and the establishment of new factories, mainly in the Caracas and Valencia areas. Apart from the Petro Chemical Works at Morón and the Steel Works at Matanza, the Government has left industry to private capital, which it has sought to stimulate by customs protection on the one hand and, on the other, by duty exemptions on machinery and essential raw materials for industry. A good idea of recent development may be obtained from the following official production indexes for 1954 as compared with 1948 (100) :—Foodstuffs 185 ; Textiles 222 ; Leather goods 424 ; Tobacco 119 ; Construction materials 212 ; Chemicals 281 ; Metalurgical 736 ; Rubber goods 972 ; Electricity 278 ; Petroleum refining 577 ; other industries 367.

As regards quantities produced, the following figures for some of the main items may be of interest :—

	1945	1950	1955	
Sugar	27,241	50,369	144,046	metric tons
Lard	3,594	14,247	25,883	„ „
Vegetable oils ..	2,782	3,546	12,428	„ „
Beer	40,104	82,040	146,935	„ „
Cigarettes ..	2,109	1,944	3,244	million cig.
Electricity ..	212	520	1,151	million kWh.
Rubber tyres ..	33,508	99,873	417,204	units
Cement	115,784	501,006	1,282,295	metric tons
Paints	876	3,050	11,837	„ „
Animal feed ..	5,692	15,792	65,680	„ „

Textile production in 1955 (Unit : 1,000 Mts. of cloth) :—Drills 4,436, Cotton 5,659, Sacking 5,867, Rayon 22,604, Cotton and rayon (mixed) 5,518, Wool 648. Total installed capacity of electric power plants, was 500,000 kW. in 1955.

INFORMATION FOR VISITORS.

The Venezuelan Government issues the following types of visa : (*a*) Tourist for one month ; and (*b*) Tourist for six months, neither of which can be extended and neither of which permits any business activity in Venezuela : (*c*) " Transeunte " or Business visa, which permits the bearer to work in Venezuela, may be extended and eventually, subject to the bearer's good conduct, may be automatically converted in Venezuela to Resident status ; (*d*) Returning residents.

In addition to valid passport, the following documents are required :—

a, b, c, d ..	Smallpox vaccination certificate, not more than three years old.
a, b ..	Letter from bank or established firm, attesting solvency.
a, b ..	Return ticket.
b, c, d ..	General health certificate.
c	Good conduct certificate from local police, not more than six months old, and letter stating reasons for voyage and probable stay in the country.
d	Venezuelan cedula and re-entry permit.

Full face photographs : *a, b,* four ; *c,* five and one profile ; *d,* three. The following do not require visas : Persons in transit who stay less than 36 hours in Venezuela, and who have a ticket proving on-carriage, and vaccination certificate, as above ; through passengers on ships who rejoin their ship at the same or another Venezuelan port.

Persons with *c* (who intend staying more than 60 days) must apply within that period to the local office of the Estrangería for a " cedula."

Holders of *c* or *d* must pay Bs.20 (U.S. or Swiss citizens with *c* pay

Bs. 10) before they can withdraw their luggage.

Departure from Venezuela : " Before departure from Venezuela holders of business visas must get clearance from the income tax authorities and this requires presentation of a declaration (Solicitud de Certificado de Solvencia) attested by the traveller's local agent or other taxpayer. Clearance may take two or three days to procure. If the traveller has stayed more than a fortnight he is actually liable for income tax, which is levied on any local earnings he may have made, or failing this, on that proportion of his United Kingdom salary which the authorities consider has been paid him in return for the work which he has performed in Venezuela. The rate at which income tax is levied on non-residents is about 3 per cent. The following is the procedure : the traveller completes the Solicitud de Certificado de Solvencia and gives it to the Tax Office. He then fills in his income tax declaration (Declaration Jurado Individual) in triplicate. The Tax Office gives him a Payment Form (Planilla de Liquidacion) which he takes to the Central Bank, pays his tax, and takes the receipt back to the Tax Office which then issues the Certificado de Solvencia which enables the traveller to leave the country. Holders of tourist visas are at present exempt from this requirement.

" All visitors leaving the country must pay stamp duty amounting to Bs.2 at the airport or port of embarkation. There are no special licences needed for travelling agents. The law demands the deposit of a sum of Bs.500 by a person entering the country, this sum being recoverable on departure ; but in practice this law is no longer enforced."—*Hints for Business Men Visiting Venezuela.*

Besides visas, expeditions to Indian territory must request in writing permission from the Ministry of Justice at least one month in advance, giving full details and satisfactory references. The Ministry may request a bond if references do not satisfy them. There are heavy fines for unauthorised expeditions or those which deviate from the proposed route.

Business visitors and commercial travellers should read " Hints to Business Men visiting Venezuela ", free on application to the Commercial Relations & Exports Dept., Board of Trade, Horse Guards Avenue, Whitehall, London, S.W.1.

There is a local representative of the F.B.I. at Edificio Shell, San Bernardino, Caracas. In the same building is the Asociación Venezolano—Britanico do Comercio, which aims to increase Anglo-Venezuelan trade.

Tourist information may be obtained from the Dirreción de Turismo, Ministerio de Fomento, Caracas.

Hours of business :—Banks open from 9 a.m. to 12 noon and 2 p.m. to 4 p.m. Mondays to Fridays, and 9 a.m. to 11.30 a.m. on Saturdays. Government office hours vary, but 7-11 or 8-12 are usual morning hours. Government officials have fixed hours, usually 9-10 a.m. or 3-4 p.m., for receiving visitors. Business firms generally start work about 8 a.m., and some continue until about 6 p.m. with a mid-day break. Generally speaking, the Venezuelan begins his day early, and by seven in the morning everything is in full swing. Some firms and offices do not open on Saturday.

Holidays : Official (All business closed. No port work) :—January 1st, April 19th, May 1st, July 5th, July 24th, October 12th, December 25th, also Maundy Thursday, Good Friday.

Unofficial :—January 6th, March 19th, August 15th, November 1st, December 2nd, December 8th, also Carnival Monday and Tuesday, Saturday before Easter, Ascension Day, Corpus Christi. (On these days some businesses close, but port work is usually normal).

Local :—(Local business closed. Only passenger ships worked). La Guaira : March 10th. P. Cabello : June 24th. Maracaibo : October 24th, November 18th.

Hotels :—The standard of hotels has risen considerably of recent years and there are now few places of importance without good modern hotels.

Health conditions are now good. Water in all main towns is chlorinated and safe to drink. Medical attendance is quite good, but extremely expensive. Nearly all the doctors are Venezuelan, though some speak English. Inoculation against typhoid and against yellow fever is recommended for the Orinoco and other swampy or forest regions. Recent progress in fighting disease is well illustrated by the following decreases in new cases in 1955 as compared with 1945 : bilharzia 90 per cent, malaria 99.5, smallpox 99.9, yellow fever 100 per cent. Inoculation against infantile paralysis is free.

Climate is tropical, with little change between season and season. Temperature is a matter of altitude. Mean annual temperatures are given in the text. At Caracas it is 69°F., but during the dry season (December through April), there is a great difference between day and night temperatures, and during the whole year there is a burst of heat around mid-day.

Clothing :—Tropical worsted in colours suitable for wear in any city is the most comfortable for Caracas. White clothing is not worn. In Maracaibo and the hot, humid coastal and low-lying areas, regular washable tropical clothing is the most comfortable. In Western Venezuela and the higher Andes, a light overcoat and a woollen sports jacket make for comfort ; they can be useful even in Caracas. Khaki bush clothing is needed for a visit to the oilfields, but men wear long trousers, not shorts. Shorts are considered indecent, and the wearer may be arrested if he appears in the streets.

Railway travel, except for the narrow gauge passenger line between Caracas and Maracay and Valencia, is not recommended. But 1,500 miles are scheduled to be built in the next ten years.

Road travel : The Government is spending vast sums on road construction, and a fine network designed to connect nearly all points of importance is spreading out.

Air services are, fortunately, highly developed. Most towns are served. The companies responsible for most of the internal services are AVENSA (in which Pan-Am. have a share), LAV, and TACA. All-cargo services are flown to the diamond fields in the Guiana Highlands far to the south.

River services :—See after San Fernando de Apure.

Currency :—The unit of currency is the Bolívar, which is divided into 100 centimos. The older silver coins do not show their value, but only their weight in silver, 5 grams being equal to one Bolívar. The controlled exchange rate stands at Bs. 3.35 to the U.S. dollar, and Bs. 9.385 to the £ sterling. Metric weights and measures are enforced by law and have now almost universally replaced the old Spanish ones.

The **Cost of Living** is very high, but in the upper salary groups is offset by the low income tax. Thus, while minimum requirements for the unmarried are £1,500 ($4,200) a year and for the married £2,250 ($6,300) a year, persons earning twice these amounts are far

better off than they would be with similar salaries in the United Kingdom. Commercial travellers will probably find that their expenses will run at about £9 ($25) a day, excluding long distance transportation.

Postal Rates for surface mail and Air Mail from the U.K. are given on page 28. From Venezuela : Air mails (5 grams) : To U.K. Bs.0.65 ; to U.S.A., Bs.0.30.

Cables :—All America Cables & Radio, Inc., provides communication with all parts of the world through its cable stations at Caracas, Coro, La Guaira and Maracaibo. From Venezuela : Ordinary (per word) : To U.K., Bs.2.76 ; to N. York, Bs.0.95 ; to other U.S. cities, Bs.1.20.

Radio Telephonic communication with the world's capitals is given by a Government station at Maracay. Telephonic communication with the interior is mostly by radio.

Television : There are two commercial and one Government station in Caracas.

PRESS.

Caracas :—" El Universal ", " El Nacional ", " El Heraldo ", " La Esfera ", " Gaceta Oficial ", " Elite ", " The Daily Journal " (in English), " Le Carnet ", (in French), " Ultimas Noticias ", " La Calle."

Maracaibo :—" Diario del Occidente," " Panorama," " Maracaibo Herald," (weekly in English).

British Representation in Venezuela :—The Embassy (including the Commercial Department) and Consulate are at Edificio Titania, Entrance " C," 7th floor, Plaza Estrella, San Bernardino, Caracas. (Ambassador : Mr. John Walker, C.M.G., O.B.E.).

There are British Consulates at Ciudad Bolívar, Carúpano, Maracaibo, Caripito, Las Piedras, Puerto La Cruz and El Cardon.

Venezuelan Representation in Great Britain :—The Embassy is at Flat 6, 3, Hans Crescent, London, S.W.1. (Ambassador : Señor Don Manuel Dagnino). The London Consulate-General is at 3, Cadogan Square, S.W.1., and the Liverpool Consulate-General at 625, Tower Building, Water Street, Liverpool, 3. There are Consulates also at Birmingham and Cardiff.

The **United States of America** are represented in Venezuela by an Embassy and Consulate at Caracas, with Vice-Consuls at La Guaira, Maracaibo, Puerto La Cruz, and Caripito.

The **Canadian** Embassy is in the Pan-American Airway Building, Avenida Urdaneta, Caracas.

[Invaluable help in revising this Chapter has been given by Mr. W. B. Watson of H. L. Boulton & Co., Caracas].

HARRISON LINE

FREIGHT SERVICES

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West Indies, Guianas,
Venezuela, Colombia,
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Mersey Chambers, Liverpool, 2

Fountain House, Fenchurch Street,
London, E.C.3

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Hy. Langridge & Co., 34 Bishopsgate, London, E.C.2
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Prentice Service & Henderson, Glasgow, C.2

Staveley Taylor & Co., Mersey Chambers, Liverpool 2
For North Brazil

THE GUIANAS

British Guiana. Surinam (Dutch Guiana). French Guiana.

GUIANA means a land mass surrounded by water ; because of the freakish behaviour of a river, this is true of that enormous land mass which contains the British, Dutch, French, Brazilian and Venezuelan Guianas. The area's boundary to the north is the Orinoco river. One of the upper reaches of the Orinoco is singular in that it bifurcates, some of its water flowing into the Atlantic along the Orinoco, and the rest flowing into the Atlantic by way of the Casiquiare into the Rio Negro and the Amazon. The five Guianas are therefore ringed by a continuous moat of water.

The anomaly of three European possessions on the mainland of South America is explained by their isolation : their boundaries run through empty, almost uninhabited lands. Their sea-coasts, lacking both gold and a useful concentration of natives, were of no interest to the early Spanish discoverers ; nor have they been coveted by later Portuguese and Spanish settlers. Brazil and Spanish America vigorously repelled British and Dutch and French aggression elsewhere in South America, but have made no attempt to oust the European settlements in the Guianas, though they have consistently resisted any expansion northwards towards the Orinoco or southwards into the valley of the Amazon.

The Dutch were the first on the scene : they settled on the banks of the Essequebo (now in British Guiana) as early as 1596. By 1613 the British were at Surinam (Dutch Guiana), and by 1626 the French had taken possession of Cayenne. The Dutch, well practised in such work, proceeded to drain the swamps and lagoons into the sea, but both the British and the French confined themselves to narrow strips of cultivable land near the coastal margins. By the Peace of Breda in 1667 the British bartered their possession for Dutch New Amsterdam (now New York). During the French Revolution the Dutch for a time held all three colonies. So did the British. The present division was agreed upon by the three nations between 1814 and 1817.

All three countries have much the same surface : along the coast runs a belt of narrow, flat, marshy land, at its widest in Dutch Guiana. This coastland carries all the crops and most of the population. Behind lies a belt of crystalline upland, heavily gouged and weathered. The bauxite, gold and diamonds are in this area. Behind this again mountains with rounded tops reach a height of 3,000 feet in the Tumac-Humac range, the divide between French and Dutch Guianas and Brazil, and 8,630 feet at flat-topped Mount Roraima, where British Guiana, Venezuela and Brazil have a common frontier. The hill land, and apart from occasional dry savannahs, the mountain land, is very heavily forested. From the sandstone mountain plateau in western British Guiana the rivers fall stupendously into the hills : the Potaro drops 741 feet at the Kaieteur Falls. Cascades and rapids make all the rivers unnavigable save for short distances beyond the coastal flats. Rainfall over the whole area is very heavy.

All three countries share with the northern coast of Venezuela the doubtful honour of having the highest annual temperatures in South America. There is a 10 degree range between night and day, a higher range than there is between the seasons. Humidity is very high, but is tempered by the prevailing north-eastern winds.

Very few of the inhabitants are of European origin : less than 2.6 per cent. in British Guiana and 1.6 per cent. in Dutch Guiana. In the comparative absence of indigenous natives, the great problem has been to get a population capable of working the sugar and coffee plantations and rice fields. Negro slaves were brought in to begin with ; these were later supplemented with East Indians and Javanese and even Chinese. More than half the total population of the three Guianas is to-day Asiatic.

BRITISH GUIANA.

BRITISH GUIANA, the only British colony in South America, has an area of 83,000 square miles, about the same size of Great Britain, that is. But only 481 square miles are cultivated. Ten per cent. of the country is the upland savannah of the Rupununi and Kanuku mountains, in the remote hinterland of the North-West, between the Pomeroon river and the Venezuelan border, where some 6,000 people live, half of them aborigines. There is hardly any cultivation. Cattle are herded, but the grass is poor and cannot support a large cattle population. Transport to the coast is difficult.

A huge tract of thick, hilly jungle and forest—85 per cent of the country—slopes down from this high plateau towards the sea. The soil is poor and sandy ; there is little cultivation, but the bauxite, gold and diamonds are in this area. The rest of the country—5 per cent.—is a narrow belt, seldom eight miles deep, running 200 miles along the coast. It contains nearly the whole of the population, grows all the sugar, which accounts for half the colony's exports, and the rice which is its main subsistence crop. Much of this belt is below sea-level, and is maintained by a complicated system of dykes and drains : a permanent costly burden on agriculture.

From 80 to 120 inches of rain falls mostly in two well defined seasons : May to September and December to February. A little

natural drainage is given by the rivers : the Corentyne, along the Surinam border to the east ; the Berbice and Demerara, 30 and 100 miles respectively to the west ; and the Essequibo, which drains most of the Colony and enters the sea midway along the coast. All rivers, large and small, are tidal up to the limit of the coastal plain. Falls and rapids make difficult their use as communications into the interior, but 60 miles of the Demerara river is navigable by shallow-draft ocean craft up to the Mackenzie bauxite mine.

The original Dutch and English settlers at the beginning of the 17th century established posts up-river, in the hills, mostly as trading points with the Amerindian natives. Plantations laid out were worked by slaves from Africa. Poor soil defeated this venture, and the settlers retreated to the coastal area in mid-18th century : the old plantations can still be detected from the air. Coffee and cotton, with a little tobacco and sugar cane, were the main crops up to the end of the 18th century, but sugar had become the dominant crop by 1820. There were 110,000 imported slaves by 1830. In 1834 slavery was abolished. Many of the slaves scattered as small land-holders, and the plantation owners had to look for another source of labour. It was found in indentured East Indians, a few Chinese, and some Portuguese labourers from the Azores and Madeira. About 240,000 had come from British India by 1914. At the end of their indentures large numbers returned home ; others settled in the colony.

The population is about 500,000. The European section is small ; some 13,000. There are well over 220,000 East Indians, 170,000 of African descent, about 53,000 of mixed descent, a Chinese community of about 4,000, and some 19,000 Amerindians, leading primitive lives in the remoter parts. Birth-rate per thousand : 42.9 ; death-rate : 12.4 ; infant mortality rate : 73.9.

Nearly a quarter of these live in Georgetown or close by. The density per square mile in the coastal belt is 1,700. There are no more than 30,000 people in the interior. Until 1920 there was little natural increase : the then population of 300,000 was maintained at that level by immigration, which stopped during the first world war, But the suppression of malaria and other tropical diseases has led to a large natural increase.

Social conditions in the colony—the legacy of an untidy history—have caused anxiety for many years. Housing is one of the worst problems. Many of the indentured East Indians stayed in the Colony as small farmers or traders. The sugar estates did not turn them out of their old homes : low wooden sheds partitioned off into single rooms, known as " ranges." The estates, naturally, no longer felt responsible for them. Many East Indians still live, rent free, in the old ranges, which are often in an appalling state of disrepair, " depressing and obviously morally degrading hovels," as *The Times* described them.

Much has been done to destroy these ranges and rehouse the inmates since the war. The estates are wholly responsible for housing their full-time workers. The Sugar Industry Welfare Fund (created by an export tax on sugar and administered jointly by the Government, the industry, and the trade unions) is rehousing part-time and non-workers living on the estates. But there is a large leeway to

make up, and by 1960, when the post-malaria generation has grown up and married, there will be a vertical rise in the number of families who need homes. Out of the total population some 80,000 live on the estates. They feel dependent upon them, and tend to regard the estates, and not the Government, as the effective administration. It was propaganda, amongst an immature electorate, against these estates as selfish capitalist exploiters of colonial peoples that led to the victory of the Communist-inspired People's Progressive Party in 1953, under a premature constitution granting universal suffrage, an elected chamber, and ministerial responsibility. "From another viewpoint," commented *The Times*, the estates "might be regarded as public benefactors. Their profits have not been very great compared with those of similar concerns in other countries. They have, moreover, recently spent on capital works over £5 million, the equivalent of a year's revenue in a favourable year. If they were to reduce their commitments, it is quite possible that no one else would take them on."

Housing is now making great strides, both on and off the estates. A number of new schools have been built. The Colonial Development Corporation is starting new industries. And there has been an immense development of rice-growing as a peasant crop and as an alternative to sugar. But the anomaly remains : the colony, though vast in size, is overpopulated in relation to its readily exploitable resources and is becoming more so. "The number of children," says a *Times* correspondent, "is positively terrifying."

The Colonial Government is actively developing major drainage and irrigation schemes, social development and housing, agriculture and industry. It is reconstructing railways, roads and ports. The roads, with few exceptions are deplorable : even the 27-mile highway between Georgetown and its airport at Atkinson Field is mostly bogged down after heavy rain. To open up the interior good roads, improved river services, and more landing grounds for aircraft must be provided. But whether the interior could support more people even if it were opened out is doubtful.

Rail Communication :—There are two lines of single-track **railway,** both of which have been acquired by the Government. One line runs from Georgetown along the east coast of Demerara for 60½ miles to Rosignol, diagonally opposite to New Amsterdam. The other runs along the west coast of Demerara for 18½ miles, starting at Vreed-en-Hoop on the left bank of the Demerara River and ending at Parika, opposite the Island of Leguan, in the estuary of the Essequebo River.

River Transport :—The Transport and Harbours Department operates : (1) Ferries across the Demerara, Berbice, and Essequebo rivers ; (2) A steamer service from Georgetown to Morawhanna and Mabaruma, on the Barima and Aruka rivers, N.W. District ; (3) Georgetown to Adventure on the Essequibo coast ; (4) Georgetown to Bartica at the junction of the Essequibo, Mazaruni, and Cuyuni rivers ; (5) Georgetown to Pickersgill and other stations on the upper reaches of the Pomeroon river ; (6) Parika to Adventure and Bartica ; (7) New Amsterdam to Paradise, 107 miles up the Berbice river ; (8) Launch service from Bartica to Lower Camaica, up the Canje Creek.

Messrs. Sprostons, Ltd., operate a steamship service between Georgetown, Wismar on the west bank, and MacKenzie on the

east bank of the Demerara river. The company also runs sailing craft between Georgetown and New Amsterdam.

Roads extend along the coast from Skeldon on the Corentyne river to Charity on the Pomeroon river, and for short distances along the lower reaches of the important rivers. Road transport in the interior of the colony is developing rapidly. The new natural-surface road from Bartica to Garraway Stream on the Potaro River (102 miles) links up with the old Potaro road system, leading to the gold fields and Kaieteur Fall, and a branch road to Issano, Mazaruni River, now gives easy access to the principal diamond areas. Twenty-six Transport Department lorries and a station waggon operate a passenger and freight service over the Bartica-Potaro-Issano roads. There are 485 miles of roads altogether.

North-West District :—A road is also maintained between Arakaka on Barima river and Towakaima on the Barima river, 29 miles, with branch line to Five Stars, 17 miles ; from Barima river, opposite Morawhanna, to Waniana Creek, 11 miles, eight suitable for motors.

Omnibuses run on all the coast roads of the Colony.

COLONIAL HISTORY.

The Colony was first partially settled between 1616 and 1621 by the Dutch West India Company, who erected a fort and depot at Fort Kyk-over-al (County of Essequebo). In 1624 a settlement was founded on the Berbice River by Van Peere, a Flushing merchant. The first English attempt at settlement was made by Captain Leigh on the O'apock River (now French Guiana) in 1604. The effort, though followed up by Robert Harcourt in 1613 and 1627, failed to establish a permanent settlement. Lord Willoughby, famous in the early history of Barbados, founded a settlement in 1663 at Surinam, which was captured by the Dutch in 1667 and ceded to them at the peace of Breda in exchange for New York. The Dutch held the three colonies with more or less firmness, now yielding to England, now to France, till 1796, when, during the French Revolution, they were captured by a British Fleet sailing from Barbados. The territory was restored to the Dutch in 1802, but in the following year was retaken by Great Britain, and finally ceded to them in 1814.

ADMINISTRATION.

The Constitution of April 11, 1953, was suspended in October, 1953.

The judicial system includes some Magistrates' Courts which deal with minor cases, both civil and criminal ; and a Supreme Court of one Chief Justice and two puisne judges with original criminal and civil jurisdiction, as well as powers to act on appeal from the lower Courts. Recourse may be had in certain conditions to the West Indian Court of Appeal, and ultimately to the Privy Council.

The common law of England has been the common law of the Colony since January 1, 1917. The commercial law anent companies, bankruptcies, bills of exchange, patents and trade-marks follows the English model. Conveyances of land are made before a judge and after advertisement.

GOVERNOR AND COMMANDER-IN-CHIEF: Sir Patrick Renison, C.M.G., K.C.M.G.

TOWNS AND PORTS

Georgetown, chief town, port and capital of British Guiana, is at the mouth of the River Demerara on the right bank. It extends two miles along the river front and has a depth of about a mile. Its population is 84,794, or roughly one-fourth of the total population of the colony. The climate is almost sub-tropical, with a mean temperature of 80.5°F., and there are two rainy and two dry seasons in the coastal area. The wide and well-paved streets are arranged in blocks and planted with trees. There is a pure water supply service and a modern sewerage system.

Little of the town is visible from the sea owing to the belt of trees, for the alluvial flat on which the town stands is below high-water mark. The town is protected by a sea-wall and a system of dykes opened at low tide. The masts of the wireless station, the Light-house, the Gothic tower of Stabroek Market, and the twin square towers of the Church of the Sacred Heart can be seen. Many of the chief buildings come in sight when the river is entered; their clean, bright whiteness is emphasised by the foliage.

Most of the older buildings are of wood and some are of good architecture, but since the disastrous fire of 1945 many concrete buildings have been erected in the commercial centre of the city. The principal public buildings are the Town Hall; the Anglican Cathedral, which is said to be the tallest wooden building in the world; the Roman Catholic Cathedral; the Bishops' High School; Queen's College; the Technical Institute; the Stabroek Market, a large iron structure with an imposing clock tower; the Public Buildings in which are housed the Government offices and the Legislative Council Chamber; the Victoria Law Courts; and several churches.

The city is lit by electricity and has a telephone service. On the outskirts are many cricket, football, hockey, tennis grounds, and a golf course. The Georgetown Cricket Club, with its pavilions and club-rooms, has perhaps the finest cricket ground in the tropics. There are several open spaces and promenades. There is a large fresh-water swimming pool at the Georgetown Football Club. There is a horse race-course.

The Botanic Gardens, covering 180 acres, have the finest collection of palms in the world, as well as orchids and ponds of Victoria Regia and lotus lilies. The shrubberies are the haunt of thousands of birds. The British Guiana Museum, with its collection of birds and bird skins, was destroyed in the disastrous fire of 1945 which ravaged the most important commercial section of the city. The Amerindian Botanical and Geological Sections of the Museums have been re-arranged in the Carnegie Free Library; the Natural History Museum has been re-opened on a city market site.

The East Indian shops have a fine assortment of the beaten brass-work commonly known as Benares ware. Here may be bought gold and silver Indian jewellery, and knick-knacks.

Among the available souvenirs are parrots, stuffed alligators, fragrant kus-kus grass, guava jelly, cassava cakes, many Amerindian curios such as bead aprons, bows and arrows, blowpipes, basket work, and bright plumed head-dresses, purchasable in Stabroek Market and at the Self-Help Depot, Georgetown. Indian curios can be obtained from pedlars, who buy a stock in the Bush, and hawk it about Georgetown. These itinerants visit the hotels and boarding houses. The most interesting method of collection is to go into the Bush amongst the Amerindians.

Hotels :—Park (40 beds) ; Tower (40 beds) ; Woodbine (30 beds) ; all three $7 to $12 single daily. Imperial (20 beds) ; Victoria (21 beds). Several comfortable and central boarding houses, $75 to $120 a month.

Banks :—The Royal Bank of Canada ; Barclays Bank (D.C. & O.).

Motor Cars :—Bookers' Garage, Tower Garage, Wong's Garage, and many others.

Local Steamers :—Transport and Harbours Dept. ; Sprostons Ltd.

Ferries :—Government steamers cross the Demerara River between Georgetown and Vreed-en-Hoop regularly. Fares, first-class 2/-, second-class 1/-.

Cable and Wireless, (West Indies), Ltd., Electra House, 16 Robb & Hincks Streets.

Trains :—(1) Leave Georgetown at 8 a.m. daily, due at Rosignol (for New Amsterdam) at 11.52 a.m. leave Rosignol at 8.00 a.m., due at Georgetown at 11.26 a.m. *Sundays* : Leave Georgetown at 7.30 a.m., due at Rosignol (for N.A.) at 10.3 a.m. ; leave Rosignol at 4.00 p.m., due at Georgetown 7.00 p.m.

(2) Other trains leave Georgetown daily—for Belfield at 12 noon ; for Rosignol (for New Amsterdam) at 2.30 p.m. ; for Mahaica at 3.45 p.m. ; for Mahaicony at 4.30 p.m.

(3) Daily. Leave Georgetown, 4.30 p.m., for Mahaicony. Leave Mahaicony, 6.30 a.m., for Georgetown.

(4) West Coast Railway from Vreed-en-Hoop to Parika connecting with Colonial Government steamers for Adventure, Leguan, and Bartica (*Hotel Moderne*).

Air Services :—See under Air Section. Also British Guiana Airways, Ltd., to the Kaieteur Falls ; fortnightly to Tumereng, 170 miles up the Mazaruni river ; monthly to the Rupununi district, as far as Bon Success or Jauari. Weekly, by Brazilian Cruzeiro do Sul, to Manaus, *via* Boa Vista.

New Amsterdam, capital of Berbice, the most easterly county of British Guiana, is on the right bank of the Berbice River, near its mouth. It is 63 miles south-east of Georgetown, whence there are daily trains to Rosignol, on the left bank of the river. The population is 12,812. The foliage gives the town a picturesque air. Good roads and water, modern sanitation, and electric light.

Hotels : Aster ; Springfield (8 beds) ; Strand (6 beds), $4.50 to $6.00.

Banks :—The Royal Bank of Canada (branch also at Rose Hall) ; Barclays Bank (D.C. & O.).

Springlands, near the mouth of the Corentyne River, and **Morawhanna** on the Waini River, near the Venezuelan boundary, are small ports frequented by sailing vessels.

The Royal Bank of Canada has a branch at Springlands.

Bartica, at the junction of the Essequibo and Mazaruni rivers, is the "take-off" town for the gold and diamond fields, Kaieteur Fall, and the interior generally.

Hotel : Moderne.

ECONOMY.

The main crops on the coast are sugar and rice. Minerals, timber, and cattle are the chief resources of the interior.

Sugar, by far the greatest crop, accounts normally (with molasses

and rum), for 50 per cent. of the total exports by value. Twenty of the 21 estates are owned by three companies, which also engage in merchant and retail trading ; 70 per cent. is owned by one concern, Booker Brothers, who run their own shipping line. There are 16 sugar factories, 8 with outputs of over 10,000 tons. About one-third of the Colony's wage earners are employed by the estates, and probably half the total population is dependent on them. Cane farming is carried on by peasant proprietors on the east coast of Demerara ; they sell their cane to the estates. Cane growing has special features because of the low-lying lands on which it is grown : the cut cane is conveyed to the factories in punts plying on the irrigation and drainage canals and a water fallow system is used.

The estates produce " dark " or vacuum pan crystals for refinement abroad, the Demerara brown sugar, familiar in the United Kingdom, and a little white sugar. Rum and industrial alcohol are distilled, second molasses is exported, and molascuit cattle food is manufactured.

British Guiana is second only to Jamaica in the amount of sugar produced : 240,176 long tons in 1953 ; 267,000 tons in 1956. Local consumption is 22,524 tons.

Exports and value :—

	1954.	Value. $	1955.	Value $.
Sugar, tons	243,886	41,429,521 ..	242,526	40,251,728
Molasses, gallons	9,211,888	1,032,088 ..	6,843,951	767,237
Rum, Proof ,,	1,573,721	2,335,190 ..	2,160,217	3,136,071

Rice growing, on which are largely centred the hopes for increased food supplies, is making great progress. The crop is now about 85,000 tons a year. The Rice Board has a mill at Mahaicony-Abary, on the east coast, Demerara, which can deal with 30,000 tons a year. The chaff from the milling is used as fuel for the boilers. There is an equally big mill at Anna Regina on the Essequibo river. At the Rice Board's packing plant in Georgetown the milled rice is graded and put up in cartons (white and pearl rice), or, the cheaper grade, in paper bags.

Exports : 1955—119,390,500 lb., value $12.5 millions.

Plantains, cassava, maize, yams, sweet potatoes, tannias and eddoes are grown for local consumption. All other crops are in their development stages, but coffee is doing particularly well.

Of **livestock** there are only some 166,000 ; of these 41,500 are horned cattle in the Rupununi hinterland. These are now driven on the hoof into Georgetown over a 150-mile trail, with great loss of weight. East Indians tend small herds in the coastal area, and large herds on a few ranches. A meat packing plant has been set up. Exports of hides are small.

Timber : Most of the interior is covered with forest of one kind or another containing many species of trees of which greenheart, much used for piling and wharf construction, has been most exploited, although in recent years purple heart and other timbers have together exceeded in quantity the output of greenheart. Only about 22,000 square miles of the total wooded area is at present regarded as accessible. The logs are dragged to the rivers and brought by water to the coast. The Colonial Development Corporation, in association

with Steel Brothers and Co., is a partner in a large sawmill enterprise in Georgetown known as British Guiana Timbers ; this should develop the output of commercial timbers. Some of these are excellent decorative woods, but the amounts available are at present too limited to interest large dealers in Europe or North America ; their existing market is almost entirely in the Caribbean region. Forest Department surveys estimate the standing timber reserves at 32 million tons of greenheart, 57 million tons of mora, 16 million tons of wallaba, and three million tons of crabwood.

Total timber exports were valued at $2.9 millions in 1955, and $2.2 millions in 1954. (Sawn greenheart accounted for $1,345,876).

Balata is also a product of the British Guiana forests. Exports, 1954—345,932 lb ; 1955—482,274 lb.

Minerals :

Bauxite and sugar are the twin pillars of British Guiana's economy. Bauxite now accounts for 27.7 per cent. of all exports by value. The largest bauxite resources in the world are at Mackenzie, on the Demerara river. They are of exceptionally high grade and easily accessible. Operations to develop part of these were started in 1914 by the Demerara Bauxite Company, an offshoot of the Aluminium Company of Canada, Ltd. This Company produces 91 per cent. of the bauxite from the Demba mines S. of Mackenzie on both sides of the Demerara river, and at Ituni, 35 miles to the S.E. It has, at Mackenzie, the largest bauxite calcining kiln in the world. The other producers are the Reynolds Metals Company (7 per cent.), which gets its bauxite at Kwakwani, 100 miles up the Berbice river from Everton, near New Amsterdam, and the Pln. Bauxite Co., Guiana is now the world's second largest producer. There are enough reserves to keep up the present extraction until 1985. The industry employs 3,000 men and women : 2 per cent. of the Colony's labour force contribute 28 per cent. of its revenue.

Exports : 1954—2,125,535 tons, value $23,234,607 ; 1955—2,169,221 tons, value $24,787,365.

Mackenzie is 60 miles up the Demerara, on the river bank, in a dense jungle area. The Canadian company employs 2,300 people and supports a community of roughly 10,000. The forest crowds down to the edge of the russet tinged river, but is cleared here and there for farms and logging camps. The river is navigable right up to the mine, and it is disconcerting on rounding its bends to meet ocean-going steamers carrying bauxite from the mine.

Mackenzie itself, with its huge processing plant, is a happy, self contained township, housing a contented labour force. The workers are mostly Negro. It is the second largest community in British Guiana.

Bank : The Royal Bank of Canada.

Diamonds are obtained from alluvial deposits ; the output varies somewhat with the rainfall and has decreased largely since 1925. Exports, 1954—29,583 carats, value $1,198,636 ; 1955—32,351 carats, value $1,345,644.

The diamonds are of excellent quality and rival Brazilian, first-water stones. The small size of the stones has discouraged

systematic exploitation, but the average is now about 7.3 to the carat. Stones of one to six carats are plentiful; others of 36, 38, 48, and 49½ carats have been found.

The chief source is the Mazaruni valley, about 130 miles from Georgetown, but diamonds are also found in the Potaro, Cuyuni, and Puruni rivers. Production has depended—along with some 80 per cent. of the gold produced—solely on hard work from thousands of small placer workings, but diving techniques in the river pools are now being used also. The road from Bartica to Issano on the Mazurini river makes it unnecessary to travel through the dangerous rapids of the Mazurini to the diamond fields there.

Gold is recovered by dredging and from the rich hills, where pumps have been installed. The output fluctuates with the supply of water, falling in years of drought. The gold bearing belt traverses the country north-west and south-east for a distance of 250 miles to a width of 75 miles. This belt has only been worked intensively in the north-western and Potaro-Essequebo districts. Gold export was 16,959 oz. troy, value $916,903, in 1954, and 13,972 oz. troy, value $825,517 in 1955.

Most of the gold is alluvial, and nuggets of a few dwts. to a few ounces in size are common; the largest nugget has been one of 111½ oz. from Tiger Creek, Potaro.

IMPORTS AND EXPORTS.

	1953.	1954.	1955.
Total Exports ..	$81,681,472	$85,273,067	$89,096,150
Total Imports ..	$71,987,349	$79,969,568	$84,844,366

INDUSTRIAL DEVELOPMENT.

The only industries of any consequence are the sugar and rice factories, the processing of coconut oil and essential oil of limes, the saw mills and woodworking factories, and those establishments which produce aerated water. There are also a few foundries and machine shops.

Small quantities of garments, drugs, matches and soap are manufactured and even exported to neighbouring British colonies, but except for wood products, or goods that can be made economically from materials more or less confined to British Guiana or by industries specializing in grades and types which lend themselves to small and medium-grade manufacture for local consumption there does not appear to be scope for much development of secondary industries in the near future because of the small domestic market.

Information for Travellers and Tourists.

Communications:—The Colony is served by the following lines of steamers:—From Great Britain—Harrison Line, Booker Line and Royal Netherlands S.S. Coy.

From Canada (*via* the West Indies)—Canadian National Steamships, Saguenay Terminals, and the Alcoa Steamship Company, Inc. From the United States—Alcoa Steamship Co., Inc.; Royal Netherlands Steamship Co. From British India—Nourse Line (trans-shipment at Trinidad). From Australia—United States Line Co., (American Pioneer Line), with trans-shipment at Trinidad.

From British and French West Indies—Cie Generale Transatlantique.

Pan-American Airways operate a passenger and air express service (six flights—three north, three south) between U.S.A., and Georgetown *en route* to Paramaribo, Cayenne, Belem, and Rio de Janeiro. The P.A.A. mail service is thrice weekly.

K.L.M.—Royal Dutch Airlines operate a once weekly service between Curacao and Surinam v.v. calling at British Guiana (Atkinson Field) on both flights. Quick connections available at Surinam for U.K. and European cities, and at Curacao for North and Central America and Europe.

British West Indian Airways also operate in British Guiana. There are three flights weekly between Trinidad and British Guiana (Atkinson Field 25 miles from Georgetown), as well as one flight weekly between Barbados and British Guiana. (There are connections at Trinidad for the other islands in the B.W.I. and for British Honduras).

British Guiana Airways, Ltd., run a number of services in the Colony, and also a weekly flight between British Guiana and St. Vincent *via* Trinidad. Special charter flights can be arranged from Georgetown to Paramaribo, Surinam, and other points in the West Indian area. BGA are owned by the Colony.

The British Guiana Tourist Committee has an Information Bureau in Georgetown, and answers inquiries by mail from abroad. Visitors and would-be visitors are strongly advised to consult the Secretary, Tourist Bureau, P.O. Box 225, Georgetown.

Show Money :—All persons from other countries, except the British West Indies, arriving in the Colony on a visit are required to deposit with the Police Department the sum of £50 as show Money. British West Indies £20. People in transit or showing a return ticket need not make the deposit.

Outfit :—No elaborate outfit is necessary. For day wear, drill or palm beach suits or light tweeds are general, and a light waterproof raincoat is useful. For the interior, khaki and good boots and leggings are recommended. Revolvers are unnecessary. Serviceable shot-guns, rifles and ammunition (both English and American) can be bought locally at reasonable rates.

The **climate,** although hot, is not unhealthy. The mean temperature throughout the year is 80.5° F., the mean maximum is about 87° F. and the mean minimum 75° F. The heat is greatly tempered by cooling breezes from the sea and is most felt from August to October. There are two wet seasons, from the middle of April to the middle of August, and from the middle of November to the end of January. Rainfall averages 91 inches a year in Georgetown.

Health :—The malarial mosquito is a house dweller in British Guiana and therefore easy to get at. Malaria has been virtually exterminated.

Cost of Living :—Furnished houses for rental are rare and cost between $60 and $150 a month. An unfurnished house, within reasonable distance of the city, rents at from $60 to $100 a month and up. Apartments, also scarce, are less. An average family needs 3 servants, each receiving about $15 a month. Food, $100 to $120 (or perhaps a little less according to standard of living); lighting,

$7.50 (or a little more if an electric cooker and "Frigidaire" are installed); telephone, (if required), $55 per annum.

These are the usual "regular" outlays, for the average purse. Shopping is reasonable, and entertainments, or a club, not expensive.

Cost of Living index for working class families: 1938=100; August, 1956=287.

Currency:—Bank accounts are kept in dollars and cents. The British Guiana dollar has been replaced by the Unified Currency Notes for the Eastern Caribbean Territories; the dollar is fixed at 4s. 2d. Sterling. Local paper currency has the face value of $1, $2, $5, $10, $20, and $100 with bank notes for $5, $10, $20 and higher denominations. Coinage is for 50, 25, 10, 5, 2, 1, and ½ cents. The ECT dollar is worth about 58 cents U.S.$ currency.

Weights and Measures:—Imperial weights and measures are used.

Air Mail is received and despatched twice weekly by the Pan American Airway planes which touch Georgetown on the service connecting Miami, Florida, and Buenos Aires. The B.W.I. Airways run airmail services twice a week. K.L.M. Airlines also have a weekly service to Surinam, Curaçao, Canada and the U.K. Airmail from Great Britain, see page 28.

A Radio Telephone Service is also operated with a number of Government and Private Radio Telephone Stations in the interior of the Colony.

Overseas Telegrams are transmitted *via* Cable and Wireless (W.I.) Ltd., Electra House, 16, Robb & Hincks Streets, which also operates a radio telephone service to Paramaribo, British Guiana, Barbados, Bermuda, Jamaica, Leeward Islands, Trinidad and Canada.

The British Guiana United Broadcasting Company Ltd. operates station ZFY, Georgetown, 1,000 watts, on 6 + 1230 mega-cycles. There are two transmissions daily. The Company receives as a subsidy the receiving set licence fees collected annually by the Government. There is commercial advertising.

Press:—The daily newspapers at Georgetown are: "The Daily Chronicle," founded 1881, "The Daily Argosy," and the "Guiana Graphic." There are three weeklies, and a Government Bureau of Public Information.

The Georgetown Chamber of Commerce issues a monthly "Commercial Review."

Public Holidays.

January 1: New Year's Day.
May 24: Empire Day.
Easter: Good Friday, Sat., Mon.
Whit Monday.
June: Queen's Birthday.
August: First Monday.
October: Second Monday.
November 12: Peacemaker's Day (Nearest Monday to Nov. 9).
Christmas Day; Boxing Day.

SIGHTS AND SCENES.

The **Kaieteur Falls,** on Potaro River, in the heart of tropical British Guiana, rank with the Niagara, Victoria, and Iguazu Falls in majesty and beauty. These Falls, nearly five times the height of

Niagara, with a sheer drop of 741 ft., pour their waters over a channel nearly 300 ft. wide.

By air it is possible to go from Georgetown to Kaieteur and back in one day, but arrangements for staying over one night or more can be made. The plane lands on the Potaro River above the Fall, and can carry six. The charter rate is $300, or $50 each for a party of six. The plane starts at 9.30 a.m.

The usual route followed is up the Demerara River valley as far as Mackenzie (65 miles), then across the divide into the Essequibo River Valley. This is followed up to the mouth of the Potaro River (a tributary of the Essequibo) and so up the Potaro, crossing the road to Kaieteur about Garraway Stream, 102 miles from Bartica.

Soon the flying-boat passes through the 10-mile long gorge below the Fall, and Kaieteur comes into sight; then up over the Fall, to alight about half a mile above. From this point a trail leads back to the brink of the Fall, where lunch is taken. From two to three hours are spent here.

Setting off again, the plane rises a little above the river and flies direct for the gorge. Where one instant there has been twenty feet below the plane, the next there is 800. After passing back through the gorge, the plane lands at Garraway Stream on the Potato River to refuel, and then, following first the Potaro, then the Essequibo, past Bartica, it turns round the coast line to reach Georgetown about 5 p.m. Altogether the flying time is about 5½ hours.

For the two-day trip the usual route is followed, but there is a longer stay at the Fall, for the night is spent at Garraway Stream Rest House. Next morning, the visitors see the gold workings of the British Guiana Consolidated Goldfields, Ltd., at Mahdia.

Taking off again, the plane passes along the escarpment over which Kaieteur tumbles, to view some 30 or 40 other falls, some of them higher than Kaieteur but with much less volume of water. It flies in a westerly direction to the Mazaruni River basin (the diamond river of British Guiana). This river is followed past Bartica, where it joins the Essequibo, then down the Essequibo and round the coastline to Georgetown.

A road pushes 100 miles through the forest from Bartica on the Essequibo to Garraway Stream on the Potaro, where there is a suspension bridge. The road goes on to Kangaruma and Malidia or Tumatumari, on the Potaro River. From Kangaruma the journey is by boat to Tukeit, passing Amatuk waterfall and Waratuk cataract on the way. Beyond Tukeit there is a climb to the top of the Kaieteur. It is very rough going from Bartica, and the path up to the falls is very steep climbing for an hour. From Georgetown to the falls and back takes 7 days.

Lack of transport has now made things difficult.

A waterfall, similar to the Horse-Shoe Falls in Canada, was discovered in 1934 on the Ipobe River by the Guiana-Brazil Boundary Commission. It has been named "The Marina Fall." In 1939 Dr. Paul Zahl discovered a waterfall on the Uitshi River computed to be over 1,600 feet high.

[The British Guiana section is revised each year by the British Guiana Chamber of Commerce with the help of the Public Information Officer and Sandbach Parker & Co., Ltd.]

SURINAM (DUTCH GUIANA)

Communications :—The Royal Netherlands Steamship Co., has a regular 4 weeks' service to Curaçao ; it also serves most of the Caribbean ports. Shippers may avail themselves alternatively of the services of the Royal Netherlands Steamship Co. and the Surinam Navigation Co. Regular sailings are made to Georgetown and Ciudad Bolivar. Every fortnight a sailing is made from New York and Baltimore. From the Gulfports a sailing is made to Surinam every fortnight with intermediate Venezuelean ports, while the trip vice versa is every four weeks calling at Curaçao. From and to Europe sailings are made every fortnight consecutively by liners and freighters. Direct loading ports in Europe are Amsterdam, Rotterdam, Hamburg, and Antwerp ; cargo is accepted for all European seaports and Rhine ports. Most ships have limited passenger accommodation.

The Alcoa Steamship Co. Ltd. has a scheduled service comprising a vessel every two weeks from New York, Baltimore and Norfolk. A monthly service is maintained from New Orleans and Mobile, as well as from Eastern Canadian ports. In addition a considerable amount of non-scheduled vessels are handled for loading bauxite.

The Compagnie Générale Transatlantique serves Surinam with coastal vessels which depart from Fort de France every 10 days. These vessels touch at the Windward and Leeward Islands, Trinidad, British Guiana and Cayenne.

Regular services for passengers are maintained between the West Indies and Europe by the liners Colombie and Antilles and there is further passenger accommodation on a large number of freighters. In connection with The Horn Line they have a regular cargo-service from Europe to Trinidad (about 3 times a month) and the cargo is rerouted to various South American ports *via* Port of Spain.

The Surinam Navigation Co. has a cargo-service from Paramaribo to Puerto Rico, Cuba and Haiti. Sometimes other Caribbean ports are called at also.

It has a coastal service from Paramaribo to Nickerie v.v., to Albina v.v., and a local service on the Surinam, Commewyne, Saramacca, and Cottica rivers.

Air Services :—Pan American World Airways has regular services : for passengers once a week New York—Buenos Aires *via* Paramaribo v.v. calling at various airports in the Caribbean, Friday south bound and Monday north bound.

Cargo : flag stop Saturday south bound, Thursday north bound ; for cargoes with cargo clippers once a week a flag stop Miami—Rio de Janeiro *via* Paramaribo v.v.

K.L.M. (Royal Dutch Airlines), maintain regular services between Paramaribo and Europe, Venezuela and Curacao. A Convair-service links Paramaribo with Cayenne, British Guiana, Trinidad and Curaçao also. There are six landings made by K.L.M. per week.

Air France : maintains a regular once a week service with DC-3 planes between Paramaribo and Cayenne, Trinidad, Martinique and Guadeloupe.

The Capital is linked with the districts by a local air service.

The airport is at Zanderij, 30 miles south of Paramaribo near the railway.

Surinam, or Dutch Guiana, lies on the north-eastern coast of the South American continent, between 1° 50′ and 6° 7′ N. Lat. and between 53° 30′ and 58° 2′ W. Long. To the north it has a coast line on the Atlantic ; it is bounded on the west by British Guiana and on the east by French Guiana. Brazil is to the south. Its area, excluding the territories, about which no treaty has been reached, is 142,822 sq. km.

The principal rivers in the country are the Marowijne in the east, the Corantyn in the west, and the Surinam, the Commewijne (with its tributary, the Cottica), Coppename, Saramacca and Nickerie. The country is divided into topographically quite diverse natural regions : Lowland, savannah, and highland.

The northern part of the country consists of lowland, with a width in the east of 25 kms., and in the west of about 80 kms. The soil (clay) is covered with swamps with a layer of humus at the

bottom. Marks of the old sea-shores are to be seen in the shell and sand ridges, overgrown with tall trees.

There follows a region, 5 to 6 kms. wide, of a loamy and sandy soil, then a slightly undulating region, about 30 kms. wide. It is mainly savannah, mostly covered with quartz sand, and overgrown with grasses, herbs, shrubs and lighter wood.

South of this lies the interior highland, consisting of hills and mountains, almost entirely overgrown with dense tropical forests and intersected by streams of all sizes. At the southern boundary with Brazil there are again savannahs. These, however, differ in soil and vegetation from the northern ones.

Communication with the interior is mainly by **river,** but unfortunately their upper courses are often broken by difficult rapids and falls.

The draught of vessels entering the harbour is limited by the bars. At low water springs the clearance over the bar for the Surinam River is 11½ feet, and at high water springs some 20 feet. The Surinam River is navigable 17 miles inland to Paramaribo, and another 21 miles to Paranam. The Nickerie River is controlled by a bar of 6½ ft., l.w.s., and is navigable for 60 miles ; the Coppename by a bar of 7 ft., l.w.s., to the Wayombo ; the Corantyne by a bar of 9 ft., l.w.s., and is navigable 70 miles inland. The Commewyne up to Casewinica, and the Cottica up to Moengo are controlled by a bar of 11 ft., l.w.s. The Morowyne river is controlled by a bar of 7 ft., and is navigable up to Albina.

The **train** service, a 1 metre gauge railway, was originally intended to open up the gold-fields, but is now chiefly used for carrying agricultural products, timber, and passengers. Trains run daily as far as Zandery (the airport) ; three times a week further to Berlijn (52.4 k.m.) ; once a week (the so-called gold train) to the gold-fields, and three times a week there is a motor-trolley to Kabelstation (133 k.m.) ; from Monday to Friday from Lelydorp (16.85 k.m.) to Paramaribo and back for daily transport of school children.

The **climate** is tropical and moist, but not very hot, since the north-east trade wind makes itself felt during the whole year. In the coastal area, the temperature varies on an average from 73° to 88° F., in the course of the day ; the annual mean is 81° F., and the monthly mean ranges from 79° to 83° F., only. The mean annual rainfall is about 92 inches for Paramaribo and 76 inches for the western division. The seasons are : minor rainy season, November-February ; minor dry season, February-April ; main rainy season, April-August ; main dry season, August-November. None of these seasons is, however, usually either very dry or very wet. The degree of cloudiness is fairly high and the average humidity is 82%. The climate of the interior is similar, with higher rainfall, but few data are available.

The registered population is about 219,000 (December 31st, 1953). It consists of 2,600 Dutch-born, 900 of various other European nationalities, and 92,000 Creoles (Surinam-born persons of European-African and other descent). The population is to a large extent Asiatic : 76,000 Hindustani, 42,000 Indonesians, 3,300 Chinese, and 2,900 of other nationalities, besides about an estimated number of

22,000 bush Negroes and 3,700 aboriginal Indians living in the forests.

The Asiatic part of the population originally entered the country as contracted estate labourers, but settled in Agriculture or Commerce after completion of their term. Between 1930 and 1939 there was also a free immigration of Javanese families, settled as small farmers.

The only inhabited sections are generally those along the lower courses of the rivers. More than one third of the whole population lives in the capital.

The **language** of the country is Dutch. English, Javanese, and Hindi are also widely understood. The native dialect is called negro English or " talkie talkie."

All religions are equally free before the law. They include Netherlands Reformed, Moravians, Roman Catholics, Lutherans, Methodists, Baptists, Mohammedans, Hindoos, Confucians, Seventh Day Adventists, and the Jewish religion.

Constitution : From 1816 to 1848 Surinam had a Governor-General, but in 1848 Surinam and the then so called Netherlands West Indian possessions (Curaçao and other islands) were united under one Governor-General residing at Paramaribo, capital of the Netherlands Guiana. Since 1845 Surinam and Curaçao have been separated and each territory has had a Governor. Formerly Surinam (and also Curaçao) was a Netherlands colony, but since the amendment in September, 1948, of the Netherlands Constitution, Surinam has been a part of the Kingdom of the Netherlands, consisting of Netherland territory in Europe, the territory of Surinam, and the territory of the Netherland Antilles.

The Interim-regulations for Surinam set in motion on 20 January, 1950, gave this part of the Kingdom of the Netherlands a considerable measure of autonomy in her own affairs.

After a period of preparatory consultation the representatives appointed by the Netherlands, Surinam and the Netherlands Antilles framed a new legal order for the Kingdom of the Netherlands in June 1954. This legal order is embodied in the Charter for the Kingdom of the Netherlands.

The Charter constitutes a system of law of a specific character. Its basis is the voluntary acceptance, in accordance with the XIVth Chapter of the Constitution of the Kingdom of the Netherlands by the Netherlands, Surinam and the Netherlands Antilles.

The fundamental principles of the contents of the new legal order of the Kingdom may be summarised thus : that in this legal order the countries autonomously manage their own affairs and that they are united, on a footing of equality, for the protection of their common interests and the granting of mutual assistance.

The Charter came into force on December 29, 1954.

The Governor of Surinam is representative of the Queen and the constitutional Head of the Government. There is a ministry of 9 ministers and an advisory Council of at least 5 members. The ministers and members of the advisory council are appointed by the Head of the Government. A representative body of 21 members, known as the " Staten " of Surinam, is elected by the people of Surinam. The ministers are responsible to the " Staten " (Legislative Council) of Surinam.

The country is divided into 7 districts administered by 7 commissaries.

History :—Although Amsterdam merchants had been trading with the " wild coast " of Guiana as early as 1613 (the name Parmurbo-Paramaribo was already known) it was not before 1630 that 60 English settlers came to Surinam under Captain Marshall. They planted tobacco. The actual founder of the colony was Francis Willoughby, fifth Baron Willoughby, of Parham, governor of Barbados, who sent an expedition to Surinam under Anthony Rowse to find a suitable place for settlement. Rowse was the first governor (1651-1654).

Willoughby visited Surinam from March to May 1652, and from November 1664, to May 1665. Willoughbyland became an agricultural colony with 500 little sugar plantations, 1,000 white in-

habitants and 2,000 African slaves. Jews from Holland and Italy joined them, as well as those who originally migrated from Brazil after the final expulsion of the Dutch in 1661, driven by the French out of Cayenne in 1664. On August 17th, 1665, these colonists obtained a special grant from Lord Willoughby, the patron of Surinam, the first of its kind made by an English Government to the Jews. By letters Patent dated June 2nd, 1662, Charles II granted Willoughbyland to Francis Lord Willoughby of Parham and Lawrence Hide, second son of the High Chancellor Edward, Earl of Clarendon, and their heirs and successors. Five years after, on February 27th, Admiral Crynssen conquered the colony for the states of Zeeland and Willoughbyfort became the present Fort Zeelandia. Although the English reconquered the colony on October 18th, 1667, a second expedition under Crynssen regained it again for the States of Zeeland. By the peace of Breda—July 31st, 1667—it was agreed that Surinam should be restored to the Netherlands, while New Amsterdam (New York) should be given to England. In 1682 the States of Zeeland sold the colony to the West India Company, and the States General gave their sanction by granting a charter to the Company. In the following year this company sold two-thirds of the shares to the town of Amsterdam and one-third to Cornelis van Aerssen, Lord of Sommelsdyck, whose heirs in 1770 sold their share to the town of Amsterdam. The colony was conquered by the British in 1799 and remained under British rule until 1802, when it was restored to the Netherlands by the peace of Amiens. It again became a British colony in 1804, and not until the peace of Paris in 1815 was it finally restored to the Netherlands.

Slavery was abolished in 1863.

Paramaribo, the capital and chief port, lies on the Surinam river, 17 miles from the mouth and 214 miles from Georgetown, British Guiana. It has a population of about 97,000. The city looks Dutch, in spite of its varied population. Local life centres on Government Square : the Governor's house and Government buildings are near-by. Things to see are the colourful market and the water-front. (Sea-going vessels, river boats, dug-out canoes). There is a deep water frontage of a mile, wharfed for a small portion with four piers, quays and warehouses the whole length. Visits can be paid (by car or launch) to Negro and Amerindian villages in the bush, and tourists may see Creole processions, Javanese parties or Hindu weddings.

Good drinking water is supplied by the Waterworks Coy. There is gas and electricity. Rooms are air-conditioned in some of the hotels and boarding houses.

Hotels :—Palace ; Lashley ; C. Kersten & Co's. boarding house ; boarding houses : Central ; Alexandria.

Bank : Hollandsche Bank-Unie, Heerenstraat 35.

Nieuw Nickerie (*New Nickerie*) on the south bank of the Nickerie River, 3 miles from its mouth, is the main town of the district Nickerie with a population of more than 20,000. It can be reached by vessels of moderate draught, and there are facilities for loading and discharging cargoes. Steamers call five times every fortnight from Paramaribo.

Albina, a frontier village, 18 miles from the mouth of the Marowyne River, which forms the boundary between Surinam and French

Guiana, is accessible to vessels of moderate size, and has loading and discharging facilities. There are monthly steamers from Paramaribo. Albina is opposite St. Laurent (French Guiana). The population of Marowyne District is 5,600.

Totness is the largest village in the Coronie District (population, 4,300), one of the smaller districts along the coast between Paramaribo and Nickerie. There is some traffic in small sailing craft. Coronie can now be reached from Paramaribo by road. The main products are coconuts, rice and honey. There is a small coconut oil factory in Leasowls.

Moengo, some 100 miles up the Cottica River from Paramaribo, is a mining and loading centre for the Surinam Bauxite Company, a subsidiary of the American Aluminium Co. Extensive mining is done here. **Paranam,** another loading centre for the Company, is on the left bank of the Surinam River. It can be reached by moderate draught vessels and by cars. Near Paranam is Smalkaden, where bauxite is loaded by the Billiton Co.

Agriculture is restricted to some districts of the alluvial coastal zone. This is largely marshy, but is locally traversed by a number of higher sandy ridges more or less parallel to the coast. The sandy soils, if properly drained, are suitable for growing tree crops, peanuts, etc. The marshes mostly have a heavy clay soil; they can only be developed agriculturally after empoldering. Since the polders depend almost exclusively on the tidal effect for adequate drainage they are found along the lower reaches of the rivers. Their clay soils are suitable for sugar cane, rice, coffee, cacao and citrus fruits.

Surinam grows, for local consumption and not for export; plantains (*Musa paradisica L*), bananas (*Musa paradisica L, subsp. sapientum*), pulses, maize in cobs, coconuts, and peanuts. An attempt is being made to grow larger yielding varieties of foreign cacao, and sugar growing, because of the shortage of hands, is being mechanised. There are some imports at present. Production of coffee has fallen away, but there are still some exports (420 tons in 1955).

But the staple food crop and most important agricultural export is **Rice**; 65,000 tons were grown in 1955. It is cultivated on wet, unmanured rice-fields. New varieties have been imported and distributed from the U.S.A. and Indonesia. The heavy clay soils and the climate suit the crop, of which yields of from 3,000 to 5,500 kg. per hectare of paddy are harvested. Export: 1955—11,900 tons.

Citrus fruits, especially oranges, are the second most important export crop. Production is 47 million citrus fruits of all kinds. Export: 1955—1 million units.

Cattle breeding plays a small part as yet, for plans for improvement are in the initial stage. At the end of 1953 there were 33,000 cattle, 6,900 pigs, 200 caraboas, 700 horses, 700 donkeys and mules, and 6,700 sheep and goats.

Forestry:—Surinam has great timber resources. The Forestry Service was re-established in 1947. More facts about the interior have been obtained by aerial mapping. A Forestry Development programme is being carried out.

A plywood factory and several sawmills are in production.

Production : sawn logs, veneer logs, and hewn squared timber, 1954—101,500 m^3 ; 1955—102,150 m^3 ; hewn sleepers m^3 1954—8,207 m^3 ; 1955—4,954 m^3 ; firewood, 1954—14,235 m^3 ; 1955—13,281 m^3. Exports, 1955 : sawn logs and veneer logs—18,528 m^3 ; sawn and planed lumber—2,217 m^3 ; sleepers—2,563 m^3 ; plywood —10,471 m^3.

Balata was one of the chief forest products. The production was only 116 tons in 1954 and 183 tons in 1955.

MINERAL RESOURCES.

Bauxite or aluminium ore is worked near the Cottica and Para rivers. The Surinam Bauxite Company was the first one to start operations in 1916 at Moengo on the Cottica river. This Company is a branch of the Aluminium Company of America. The mining camp at Moengo has grown into a village. Seagoing ships are able to sail up the river to Moengo, 100 miles from Paramaribo—a remarkable trip for tourists in the Alcoa ships. The ore is exported *via* Trinidad loading station, to New Orleans and Mobile. A second plant of the above-mentioned American company, the " Paranam," is situated at the Surinam river, about 22 miles from Paramaribo. This plant is connected by road with Paramaribo.

In 1942 the Netherlands Company, the Billiton Maatschappij started operating a new plant near the Para river, a tributary of the Surinam river ; this plant has access to the Surinam river just below the plant of the Surinam Bauxite Co., and is also connected by road with Paramaribo. Export in m. tons was 3,060,000 in 1955 and 3,426,491 in 1954.

The **Gold** industry, which in former years was a principal source of revenue is no longer important. Dredging is done by hand by pork-knockers. Production was 211 kilos in 1954 and 225 kilos in 1955.

FOREIGN TRADE.

Value in Million Surinam Guilders.

	Imports	Exports
1953	54.3	50.1
1954	52.0	55.2
1955	51.6	49.7

INFORMATION FOR VISITORS.

The Postal rates are those of the Postal Union. Cables are sent by wireless from the Government station in Paramaribo. There are also wireless stations at Nickerie, Albina, Coronie, Moengo and the Lawa River (Benzdorp). There are radio telephone services with Holland and many other countries in Europe, with British Guiana, French Guiana, Trinidad, Curaçao and Aruba, and *via* New York with the United States, Canada and Mexico.

Currency :—The Netherland coins are legal tender. Surinam florin paper notes ranging from 5 Surinam florins are issued by the Surinam Bank and serve as legal tender for all private and government debts. Currency notes of fl.1. and fl.2.50 are issued by the Government. U.S.A. $1.—is equivalent to 1.90½ Surinam florins ; £1 sterling to 5.33 S.f. and 1 Netherlands florin to 0.5013 S.f.

The **metric** system is in general use, but the Amsterdam ell (27 1/2 in.) and Rhenish foot (12⅜ in.) are also used.

All the **newspapers** are printed in Dutch. The principal ones are :—" De West," " Het Nieuws " " De Tijd " " De Nieuwe Tyd," and " Suriname," daily and " Nieuw Suriname " three times a week. " De Tijd " and " De Nieuwe Tyd " are morning papers, and the others are evening-papers.

Consular Corps. :—There are consuls, vice-consuls or consular agents of the U.S.A., Belgium, Venezuela, France, Great Britain, Norway, Portugal, Sweden and the Komisariat Republik Indonesia, all residing in Paramaribo.

FRENCH GUIANA

Routes to French Guiana :—Cayenne is on the east coast route of Pan American Airways. The Surinam Navigation Company has a fortnightly service between Cayenne and Dutch Guiana. Normally, the French Line touches at Trinidad, Surinam, Cayenne, and St. Laurent. There is a small steamship service which calls at nearly all the coastal towns of French Guiana.

Guyane, the only French possession in South America, lies north of Brazil, its eastern frontier formed partly by the River Oyapok and its southern by the Tumuc-Humac mountains. The western frontier with Dutch Guiana is along the Rivers Maroni and Itany. The northern boundary is the Atlantic coastline of about 300 kilometres.

The area is estimated at 34,740 square miles, or one-third that of France. The land rises gradually from the coastal regions to the higher slopes and plains or savannahs, about 50 miles inland. Forests cover the hills and valleys of the interior.

The colony is well watered, for over twenty rivers run to the Atlantic. Besides those named there are the Mana, Cayenne, Sinnamarie (with its tributary the Coureibo), Maroni, Oyack, and Approuague. Smaller rivers and tributaries are the Inini, Ardoua, and Camopi.

The only mountain range of importance is the Tumuc-Humac. Among the higher peaks are Mounts Mitarka, Temorairem, Leblond, and Timotakem, this last in the extreme south on the Brazilian frontier.

The Iles du Salut islands include the Enfant Perdu, the Malingre, Ile du Diable, and Rémire. The Ile du Diable (" Devil's Island ") a rocky, palm-covered islet 27 miles NW of Cayenne and 6 miles from the coast, was a notorious convict settlement until 1945. Dreyfus was a convict there.

The **climate** is tropical with a very heavy rainfall. Extreme ranges of temperature are 36 and 61°F., but is usually between 43 and 52 degrees. The rainy season is from November to July, with a short dry interruption in February and March. The great rains begin in May. The dry season is from July to mid-November. The best months to arrive are February and March. Tropical diseases, dysentry, malaria, etc., occur, but the colony is fairly healthy.

The **population,** at the last census, was 27,863.

Cayenne, the capital and the colony's chief port, is on the island of Cayenne at the mouth of the Cayenne River. The population is about 13,346, made up of French administrative employees, natives, and Chinese. There is little to see : the park (with tennis

courts) in the Place des Palmistes ; the Jesuit-built residence of the Prefect ; the Botanical Gardens and the Stadium. An unusual sight is the water buffalos pulling carts in the street. Trips by motor-canoes up-river into the jungle are arranged.

Cayenne is 400 miles from Georgetown (British Guiana) and 260 miles from Paramaribo (Dutch Guiana) by sea. Ships discharge into lighters. The mean annual temperature is 80°F., and varies little ; the average rainfall is 100 inches. There is a road to St. Laurent (140 miles), and another inland (25 miles).

Hotels:—Hotel des Palmistes ; Hotél de l'Europe. There is a housing shortage. Unfurnished and furnished rooms are expensive.

Air Services :—See under Air Section. The aerodrome is 17 kiloms. from the town. The Brazilian Cruzeiro do Sul has a service between Belém, capital of Pará state, and Cayenne.

St. Laurent du Maroni, on the Maroni, with about 2,000 inhabitants, is the next important town. There are two hotels, slightly cheaper and no better, nor worse, than those at Cayenne.

ADMINISTRATION.

Awarded to France by the Peace of Breda in 1667, French Guiana was twice attacked, first by the British in 1667 and later by the Dutch in 1676, when the Governor was taken a prisoner to Holland. In the same year the French retook possession and remained undisturbed until 1809. In that year a combined Anglo-Portuguese naval force captured the colony, which was handed over to the Portuguese (Brazilians). Though the land was restored to France by the Treaty of Paris in 1814, the Portuguese remained until 1817. Gold was discovered in 1853, and disputes arose about the frontiers of the colony with Dutch Guiana and Brazil. These were settled by arbitration in 1891, 1899, and 1915.

By the law of March 20, 1946, the " Colony " of French Guiana became a French " Department," with the same laws, regulations, and administration as a department in metropolitan France. The chief Courts sit at Cayenne.

NATURAL RESOURCES.

The soil is fertile, the subsoil rich ; there are 750,000 acres of land available for stock raising, and the coastal waters teem with fish. It could be a prosperous agricultural region, but will not be so till agriculture turns to subsistence farming (rice, vegetables, stock raising) to fulfil domestic needs and provide export to the Antilles. Forests should be exploited, roads built, immigration encouraged. Factors which offset this future are the sparse population, and the emphasis on gold mining.

Agricultural products are few and of little importance for export, the principal being sugar, coffee, and cacao. Sugar is grown on 430 hectares. Production is only some 92 m. tons. Export in 1955 of pure alcohol was 9,162 hectolitres, value 152 million francs. There are cultivated for domestic consumption sweet potatoes, manioc, maize, tobacco, and bananas. Only about 9,000 acres are under cultivation.

Various timbers, including rosewood, are found in the forests, but these have hardly been touched as yet ; though a fair amount of hardwood is exported. There are factories for the production of rosewood extract, which is exported to France. Small amounts of balata are collected. Export of sweet orange oil is increasing.

The **gold** mines exported 262 kilos, value 101 million francs, in 1955 ; 152.5 kilos in 1953. Other minerals found include silver, copper, iron, lead, mercury, and phosphates. Bauxites du Midi, French affiliate of Aluminium Company of Canada, are to develop the Boké bauxite deposits.

Trade :—France and the French territories overseas supply most of the imports and take most of the exports.

	Imports	Exports
	Metropolitan Francs.	
1953	2,593,000,000	157,000,000
1954	3,550,000,000	175,000,000
1955	2,962,000,000	362,000,000

Imports into French Guiana cover a very large variety of commodities, cotton goods, clothing and underwear, metal goods, wines, oils, shoes, paper, dried fish, and flour.

GENERAL INFORMATION.

The **language** is French. The **religion** is predominantly Roman Catholic. Weights and measures are metric.

The **currency** is based on the French unit of value, but the coins and bank-notes differ in design. Official rate : 350 francs to U.S.$.

Transport:—There are no railways, and the few roads lead to the capital. The main road, more or less a trail, runs for 130 klms. from Pointe Macouria, on the roadstead of Cayenne, to Iracoubo. Another 117 klms. takes it to Nana and St. Laurent. One to three ton boats which can be hauled over the rapids are used to reach the gold seekers, the forest workers, and the rose wood establishments, but air services are beginning to be used.

Commercial Travellers:—The visa of a French Consul is required on passports. No licenses are required and arrangements can be made for the temporary admission of samples under bond for the amount of duty ; this is cancelled when the goods are re-exported. The cost of living is up about 300 per cent. since 1939.

Public Holidays:—In addition to the feasts of the Church :—January 1 : New Year's Day ; July 14 : Fête Nationale ; and December 25 : Christmas Day. Mohammedan holidays are observed, but the dates are uncertain.

There is radio-telephone communication between Cayenne, St. Laurent, St. Georges, Régina (Approuague), the Isles du Salut, and Suriname.

Two ordinary telephone lines connect Cayenne and Iracoubo *via* Macouria, Kourou, and Sinnamary, and St. Laurent and Mana. Foreign telegraph communication is *via* Paramaribo or Fort-de-France, from the TSF station at Cayenne.

Outward **mails** are despatched by various routes at frequent intervals. Postage from Britain, 4d. first ounce, 2½d. each ounce after. Homeward mails, irregular. Air mail, see page 28.

CENTRAL AMERICA

Country	Population	Square miles	Density
Panamá	850,000	28,575	29.75
Costa Rica	978,966	23,000	42.56
Nicaragua	1,224,450	57,145	21.43
Honduras	1,607,700	44,411	36.20
El Salvador	1,858,000	8,260	224.90
Guatemala	3,202,139	42,042	79.97
British Honduras	77,000	8,867	8.68

THESE six republics and one European colony are all small, sharing between them an area of 212,300 square miles : about half the size of Colombia. The total population in 1950 was 9 millions : an average density of only 41.5 persons to the square mile. Some 34.4 per cent. of them live in one republic : Guatemala. They have much in common : the surface configuration of their lands, the climate, and their products, but there are as many sundering differences of racial make-up and tradition as amongst the larger entities of Latin America.

El Salvador has a Pacific coastline only, and British Honduras has a coastline on the Caribbean only ; the others have coastlines on both seas. All of them are mountainous, with shelvings of lowland on the Caribbean and less so on the Pacific, and with occasional small plains in the high intermont basins or along the rivers.

In the north, the southern Mexican region of folded and faulted rocks is continued into Guatemala, El Salvador, Honduras, and north-eastern Nicaragua ; they run roughly east-west and conform structurally with the rock outcrops in the West Indian Islands. This first geologic structure ends at the transverse depression from sea to sea across Nicaragua and north-eastern Costa Rica. In the second geological feature running from this Nicaraguan lowland through Costa Rica and Panamá, the rocks have a predominantly north west—south east trend until they reach Colombia. The mountains are generally rugged.

In each of the republics with a coast line on the Pacific, the western edges of these mountains have been deeply covered with ash and lava from the cones of many volcanoes, some of them still active. This covering disappears to the east. The prevailing wind over the whole area is from the east ; it picks up moisture from the warm

Caribbean seas and deposits it in drenching rains along the forested coast and the deeply wooded eastern slopes of the mountains. There is a rainfall of over 200 inches a year where the transverse Nicaraguan depression reaches the Caribbean and from 100 to 200 inches a year along the whole eastern coastline and eastern mountain slopes from southern Panamá to British Honduras. The rain and the heat produce broadleaf tropical forests, but where the heat is modified by altitude, there are large stands of oak and, at the higher altitudes, pine, in the more northern geological structure, but there are no pines to the south of the Nicaraguan depression. Less rain falls on the western slopes and on the lowlands along the Pacific : indeed, here and there, in the rain-shadow of the mountains or the volcanoes, there is often a scarcity of rainfall, with its attendant xerophytic scrub.

But even in the mountains, the amount of moisture or sun may depend greatly upon the orientation of the slope : there are startling differences within quite small areas. A slope facing the winds may be wet ; another near-by, but facing the blaze of the sun, may be a deal hotter and drier. As in Colombia or Venezuela there are well defined vertical zones of vegetation, depending on altitude : *tierra caliente*, the hot lower region ; *tierra templada*, the temperate altitude above ; and the *tierra fría*, or cold country at the greater heights. The further north and away from the equator, the lower the altitude at which the tierra templada and tierra fría begin. The mountains are high enough for the tierra fría to appear only in Panamá, Costa Rica and southern Guatemala. There are gaps in the mountains which make it possible for a tierra caliente to stretch from coast to coast in two places : in eastern Panamá, and along the lowlands of Nicaragua.

History : The fragmentation into so many small entities had its roots in the pre-Conquest Indian populations of the area. Possibly about 400 A.D., the old Empire of the Mayas was flourishing in the lowlands of Yucatán and in northern and eastern Guatemala. About 600 A.D. this advanced culture broke up and removed itself to the drier north of Yucatán. It was later conquered by the Toltecs, whose empire finally spread as far as the southern borders of Guatemala. The Toltecs, in turn, were conquered by the Aztecs, one of whose revolutionary principles was the private ownership of land, but they did not penetrate into Central America. At the time of the coming of the Spaniards there were several other cultural groups of Indians dotted over the Central American area : the Pipil, in El Salvador ; the Lenca, in Honduras ; the Sumo, on the northern border of Nicaragua ; the Miskito, on the " Mosquito " coast of the Caribbean ; the Guaymi, in Costa Rica ; and the San Blas, in Panamá. These groups were all isolated and were mostly shifting cultivators or nomadic hunters and fishermen. A few places only were occupied by sedentary agriculturists : what remained of the Maya in the highlands of Guatemala ; a group on the south-western shores of Lakes Managua and Nicaragua ; and another in the highlands of Costa Rica. The Spanish conquerors were attracted by two things only : precious metals, or native sedentary farmers who could be Christianised and exploited to raise commercial crops. There was little of either, and comparatively few Spaniards settled

in Central America.

It was only during his fourth voyage, in 1502, that Columbus reached the mainland of Central America; he landed at Panamá, which he called Veragua, and founded the town of Santa María de Belén. But Rodrigo Bastides and Vasco Núñez de Balboa, a bankrupt planter from Haiti, had forestalled him by two years. Juan Díaz de Solís and Pinzón explored the coast again in 1506. In 1508 Alonso de Ojeda received a grant of land on the Pearl Coast east of Panamá, and Diego de Nicuesa obtained a grant of land from Panamá northwards. In 1509 Ojeda founded the town of San Sebastián, later moved to a new site called Santa María la Antigua del Darién. In 1513 the Governor of the colony at Darién was the red-headed and energetic Balboa. Taking 190 men he crossed the isthmus in 18 days and caught the first glimpse of the Pacific; a few days later he was striding into the water, sword in hand, possessing it and all neighbouring lands in the name of the King of Spain. But from the following year, when Pedrarias replaced him as Governor, Balboa fell on evil days, and he was executed in 1519. That same year Pedrarias crossed the isthmus and founded the town of Panamá on the Pacific side. It was in April, 1519, too, that Cortes began his conquest of Mexico.

Central America was explored from these two nodal points of Panamá and Mexico cities: Pedrarias sent expeditions northwards from Panamá City and Cortes southwards from Mexico City. Cortes' lieutenant, Alvarado, had conquered as far south as El Salvador by 1523. He established himself there as an independent ruler, but Cortes, speeding south, displaced him the following year. Meanwhile Pedrarias was sending forces into Panamá and Costa Rica: the latter was abandoned, for the natives were hostile, but was finally colonised from Mexico City when the rest of Central America had been taken. In 1522, and 1523 Andres Niño and Gil Gonzáles Dávila explored the Pacific coast of Nicaragua. In 1524, Dávila went from Hispaniola to Honduras. Many towns were founded by these forces from Panamá: León, Granada, Trujillo, San Gil de Buenavista, Bruselas, and others. Spanish forces from the north and south sometimes met and fought bitterly. The gentle Bartolomé de las Casas, the "Apostle of the Indies," went as a Dominican missionary to Nicaragua in 1532, and to Guatemala in 1536, making a great nuisance of himself with his Christian themes of love for, and forebearance towards, the natives.

Central America was a disappointment to the Conqueror, for he found little gold and only rare groups of sedentary farmers to exploit. Spanish groups of settlers were few and distant from one another. Panamá was ruled from Bogotá, but the rest of Central America was focussed upon the Viceroyalty at Mexico City, with Guatemala City as an Audencia for the area. Panamá was of paramount importance for Colonial Latin-America: partly for its strategic importance, and partly for the trade passing across the isthmus to and from the southern republics. The other provinces were of comparatively little value.

The Spanish settlers brought their grains and animals and diseases with them. The diseases flourished, reducing enormously the popula-

tion of Indians. The comparatively small number of Spaniards intermarried freely with the few survivors : it is this which accounts for the predominance of ladinos in Central America to-day. In Guatemala, where there were the most Indians and most survivors, intermarriage affected fewer of the natives, and over half the population to-day is pure-bred Indian. On the *meseta central* of Costa Rica, the Indians were all but wiped out by disease ; intermarriage was no longer possible, and to-day—one of the happy consequences of this great disaster—there is a buoyant community of over 600,000 European descendants in the highlands. Negroes predominate all along the Caribbean coasts of Central America ; these were not brought in by the colonists, as in Brazil and Venezuela, but by the banana planters of the late nineteenth century and the canal cutters of the twentieth.

The colonial populations of Central America were too poor and too widely scattered to make desirable or possible any very restrictive control by the mother country. They rested supine whilst other parts of Latin America were fighting for independence. But the ferment was working there, too. On November 5, 1811, José Matias Delgado, a Creole priest and jurist born at San Salvador, in conjunction with another priest, Manuel José Arce, organised a revolt and rose in arms. After removing the Spanish officials from office, the patriots proclaimed the independence of El Salvador. But the Audencia at Guatemala City quickly suppressed the revolt, took Delgado prisoner and moved him to Guatemala, where he continued to make trouble.

It was the Revolution of 1820 in the Peninsula which precipitated revolt in Central America. The Creoles were divided into two groups : one, headed by Delgado, with Pedro Molina's periodical, *El Editor Constitucional*, as its mouthpiece, stood for an immediate declaration of independence ; the other, under José Cecilio del Valle, believed the time was not yet ripe. But when on February 24, 1821, the Mexican patriot-officer, Iturbide, announced his " Plan of Iguala " for an independent Mexico, the Central American Creoles decided to follow his example, and a declaration of independence, drafted by del Valle, was announced in Guatemala City. This was on September 15, 1821. A few months later, Iturbide invited the provinces of Central America to join his empire. Most accepted, and on January 5, 1822, Central America was declared annexed to Mexico, whose Imperial Congress admitted the peoples of Central America into Mexican citizenship. Nevertheless, some parts of El Salvador (under the influence of Delgado), of Honduras, and Nicaragua, refused to accept this decree, and Iturbide, who had now assumed the title of Augustín the First of Mexico, sent an army south under Vicente Filísola to enforce it. Filísola had completed his task when he heard of Iturbide's abdication, and at once convened a general congress of the Central American provinces. It met on June 24, 1823, and declared all the provinces free of Spain but bound as federates of the *Provincias Unidas del Centro de América*. The Mexican republic acknowledged their independence on August 1, 1824, and Filísola's soldiers were withdrawn.

The congress, presided over by Delgado, proceeded to discuss its constitution ; one party, the *Serviles*, or Conservatives, favoured a

strong central government ; the *Radicales*, or Liberals, favoured a federal republic and abolition of the conservative privileges. A provisional governing junta was appointed which promulgated a constitution modelled on that of the United States on November 22, 1824. The Province of Chiapas was not included in the Federation, for it had already seceded to Mexico in 1821. No federal capital was chosen, but Guatemala City, by force of tradition, soon became its seat. Catholicism was declared the state's religion and slavery was abolished.

The first President of the first congress meeting under the new constitution was Manuel José Arce, a liberal ; the chosen vice-president was del Valle, a conservative, but he refused, and Mariano Beltranea took his place. Arce was soon at loggerheads with his party and with the state authorities of Guatemala. El Salvador, protesting that he had exceeded his power, rose in December, 1826, when Arce called an extraordinary congress to consider the political situation. Honduras, Nicaragua and Costa Rica joined El Salvador in the revolt, and in 1828 General Francisco Morazán, in charge of the army of Honduras, defeated the federal forces and forced them to evacuate El Salvador. Morazán entered San Salvador in triumph, collected new forces, and marched against Guatemala City. After an early repulse he captured the city on April 13, 1829, and established that contradiction in terms : a Liberal dictatorship. A new congress elected a new president : Pedro Molina. Many Conservative leaders were expelled, most monasteries abolished, and church and monastical properties confiscated. Morazán himself became president of the Confederation in 1830. He was a man of considerable ability ; he ruled with a strong hand, encouraged education, fostered trade and industry, opened the country to immigrants, and re-organised the administration. In 1835 the capital was moved to San Salvador.

These reforms had antagonised the Conservatives and there were several risings. A canard that Morazán had caused an epidemic of cholera amongst the natives by ordering the water supplies to be poisoned led to a serious revolt amongst the Indians. It was led by Rafael Carrera, an illiterate ladino but a born leader. " Long live religion and death to foreigners " was his battle cry, with its inevitable sequel of wholesale murder and depredation. When defeated by Government forces he fled to the mountains, reassembled his forces, and marched against Guatemala City, whose authorities were forced to pay a large ransom to keep him from entering. Carrera then marched against the City of Mita and entered it. His position thereafter was a fluctuation of defeats and successes, during the course of which the Confederation withered away. On May 18, 1838, the federal congress committed suicide. It passed an act which allowed each province to assume what government it chose.

But the idea of a federation was not quite dead. It was Morazán who, on May 18, 1838, became President of El Salvador. Fearing his intentions, the other states made war against him. Carrera, who was in control of Guatemala, defeated Morazán in battle and forced him to leave the country. Immediately afterwards there was a general massacre of Liberals throughout Central America. But in 1842, Morazán, returning to Central America, overthrew Brauilio Carrillo,

then dictator of Costa Rica, and became president himself. At once he set about rebuilding the Confederation, was defeated by the united forces of the other states, and shot on September 15, 1842. But the very next year delegates from Honduras, El Salvador and Nicaragua met at Chinandega to draft a constitution creating a league of states to be called the Central American Confederation. War between Honduras and Nicaragua ended this league in 1845.

Costa Rica, with its dominant white population, is in a sense a republic apart, and Panamá was Colombian territory until 1903. The history of the four remaining republics, from the breakdown of federation to the twenties of the present century, has been tempestuous in the extreme : a story of civil war, of war against neighbours, of shifting alliances and antagonisms, and of recurrent dictatorship. Each had (and still has) its interior tensions of wealth side-by-side with poverty ; in each the ruling class was divided into pro-clerical Conservatives and anti-clerical Liberals, with constant changes of power. Each was weak, and therefore suspicious of its neighbours ; each tried repeatedly to buttress its weakness by alliances—alliances which invariably broke up because one of the allies sought supremacy in council. The wars have rarely been over boundaries, or been carried on by hope of gain : they have all been idealogical wars between Conservatives and Liberals, or wars motivated by the prides and sensitivities of an inflamed nationalism. Nicaragua was riven internally for most of the period by the mutual hatreds of the Conservatives of Granada and the Liberals of León.

Of the four republics, Guatemala was certainly the strongest and in some ways the most stable. Whilst the other states were skittling their Presidents like so many ninepins, Guatemala was being ruled by a succession of dictators : Rafael Carrera (1838-1865), Justo Rufino Barrios (1873-1885), Manuel Cabrera (1896-1920), and the eccentric despot Jorge Ubico (1931-44). These were separated by intervals of constitutional government, anarchy, or attempts at dictatorship which failed. Even in Guatemala, few presidents handed over power peacefully or voluntarily to their successors ; most of them were forcefully removed or assassinated, and one was declared insane by Congress.

Through the permutations and combinations of external and civil war it is possible to detect one hopeful theme : a recurrent desire to unite the brittle sticks into one strong faggot. We have seen how the first federation broke down. In 1842, El Salvador, Honduras and Nicaragua entered into a new federation at Chinandega. It ended two years later in an attack by two of the confederates against Nicaragua. In 1845 there was an attempt at federation between Guatemala and El Salvador. It never got beyond the planning stage. There was another abortive attempt in 1847 to federate El Salvador, Nicaragua and Honduras, and again in 1849, and 1862. War broke out between Guatemala and El Salvador in 1876 whilst delegates from the five republics were discussing union. President Barrios of Guatemala was killed in 1885 whilst engaged in trying to enforce union. In 1895 Nicaragua, El Salvador and Honduras entered into a partial federation in the Treaty of Amapala, but the government of El Salvador was overthrown and it came to nothing. In 1907 José Santoa Zelaya of

Nicaragua attempted to unite Central America by force ; the other states resisted and intervention by Mexico and the United States brought the war to an end. But that same year delegates from the republics signed a treaty at Washington providing for the maintenance of peace and the compulsory judicial settlement of all disputes, and established a Central American Court of Justice. The Court functioned until 1918. On January 19, 1921, Guatemala, Honduras, El Salvador and Costa Rica agreed at San José on yet another Federation. It broke down almost immediately. In 1951, the Organisation of Central American States (O.D.E.C.A.) was formed. In 1953 Guatemala broke away, but joined again in 1954.

The nearest they have come to unity was during the First World War when all of them, save El Salvador, declared war on Germany. And there was not even one dissentient during the Second World War.

But a great change is coming over Central America. It is calming down. The area has always suffered from great poverty. During Colonial times trade with the mother country was confined to a small amount of silver and gold, a little cacao and sugar, a little cochineal and indigo. But during the present century the great banana plantations of the Caribbean, the growing coffee trade at mounting prices, and the advent recently of cotton as a paying crop have brought money into pinched exchequers, and it is a full exchequer more then anything else which makes for stability. The overwhelming power of the United States, both as trader and peacemaker, is also a potent factor. Continued peace is more and more likely, and continued disunion even more certain. A tradition of self-sufficiency, in isolation, rooted in the original native tribes and persisting throughout the colonial period in fact if not in theory, remains too strong to be broken. Nationalism is more rabid here than in most parts of the world, and that is saying much.

Both Great Britain and the United States have been embroiled in disputes with Central America. As long ago as 1678 the Governor of Jamaica had set up a protectorate of the Indians along the Mosquito coast, where the British were interested in logging and, during the 19th century, in a canal across the isthmus. In 1841 the protectorate was re-affirmed but in 1856, under diplomatic pressure from the United States, Britain withdrew her claim, and in 1860 signed a treaty with Nicaragua recognising the latter's sovereignty over the Mosquito Indians. In 1894, however, when Nicaraguan troops entered the Mosquito territory and the Indians applied to Great Britain for help, the British (and sympathising America) landed forces at Bluefields. Later in the year a convention was signed in which the Indians were incorporated with Nicaragua, and both British and American forces withdrew. Britain had already ceded the Bay Islands to Honduras in 1859. The same year, there was a final settlement of disputes over boundaries by Guatemala and British Honduras, but Guatemala now claims sovereignty over British Honduras, though it refuses to submit the dispute to arbitration. Guatemala also claims the Mexican department of Chiapas.

Friction between the Government of the United States and the Central American republics has in the main been confined to Nicaragua. In 1911, the United States pledged help in securing a loan to be guaranteed through the control of Nicaraguan customs by an American board. In 1912 the United States were forced to send marines to Nicaragua. Apart from a short period in 1925-26, they stayed there until they were finally withdrawn in 1933 when President Hoover announced the " Good Neighbour " policy, pledging non-intervention. More recently, because of Communist activities, the United States has again taken a more active part in Central American affairs, supplying arms to favoured nations and exerting political pressure both in Guatemala and in the dispute between Costa Rica and Nicaragua. The United Fruit Company is a potent influence in the area.

Railways
Roads
Boundaries
COSTA RICA
PACIFIC OCEAN
CARIBBEAN SEA
NICARAGUA
PANAMA
Lake Nicaragua
San Juan River
Guápiles
HEREDIA
Heredia
Alajuela
Villa Quesada
ALAJUELA
Naranjo
S. Ramon
Esparta
Barranca
Puntarenas
Gulf of Nicoya
Nicoya Peninsula
Gulf of Papagayo
Liberia
Las Cañas
Bagaces
GUANACASTE
PUNTARENAS
Limón
Puerto Limón
Matina
Siquirres
Turrialba
CARTAGO
Paraiso
Cartago
SAN JOSE
San José
Santa Ana
La Unión
Escazu
Santiago
Os. Marcos
Urena
Buenos Aires
Pto. Cortés
Golfito
Golfo Dulce
Osa Peninsula
Bay of Coronado
Pto. Soda
Pto. Cortés
Miles
0
25
50
75

Costa Rica

COSTA RICA (23,000 square miles) is the smallest but one—El Salvador—of the Central American Republics, and Panamá only has fewer inhabitants. But its population is altogether remarkable in Central America : it is almost entirely white. There are, it is true, small clusters of mestizos, Negroes and Indigenous Indians in various parts of the Republic, but the whole population is integrated into one democratic body. This progressive country spends three times more on education than it does on defence ; the percentage of illiteracy is low, the workmen self respecting and intelligent.

The highland basin in which most of the people live has one of the greatest densities of rural population in Latin America. Most remarkable of all, this population is expanding without creating an enfeebled centre—one of the four areas in all Latin America where this is happening.

Costa Rica lies between Nicaragua and Panamá, with coast-lines upon both the Caribbean (125 miles) and the Pacific (286 miles). The distance between sea and sea is from 74 to 175 miles. A low, thin line of hills between Lake Nicaragua and the Pacific is prolonged into northern Costa Rica, broadening and rising into high and rugged mountains in the centre and S. The highest peak, Chirripó Grande, S of the capital, reaches 12,447 feet. Within these highlands are certain structural depressions, one of them, the meseta central, of paramount importance. To the SW, this basin is rimmed by the comb of the cordillera ; at the foot of its slopes, inside the basin, are the present capital, San José, and the old capital Cartago. To the NE of these cities and parallel with the comb of the mountain, but 20 miles away, four volcano cones soar from a massive common pedestal. From NW to SE these are Poás (9,000 ft.), Barba (9,280 ft.), Irazú (11,322 ft.), and Turrialba (10,910 ft.). Irazú and Poás are still mildly active. Between the sharp cascading slopes of the cordillera and the gentle lower slopes of the volcanoes is the rolling, ash-covered depression known as the meseta central : an area of 3,500 square miles at an altitude of between 3,000 and 4,000 feet above sea-level. Two-thirds of the nation live here. The south-eastern part of the basin is drained by the Reventazón through turbulent gorges into the Caribbean ; the Río Grande drains the north-western part of it into the Pacific.

There are lowlands on both oceans. The Nicaraguan lowland

along the Río San Juan is continued into Costa Rica, wide and sparcely inhabited as far as Puerto Limón. A great deal of this land, particularly near the coast, is swampy ; below Puerto Limón the swamps are continued as far as Panamá in a narrow belt of lowland between sea and mountain.

The Gulf of Nicoya, on the Pacific side, thrusts some 40 miles inland ; its waters separate the mountains of the mainland from the 3,000 foot high mountains of the narrow Nicoya Peninsula. From a little to the S of the mouth of the Río Grande, a lowland savannah stretches past the port of Puntarenas and along the whole north-eastern shore of the Gulf, and it is prolonged, with a width of about 30 miles, for another 50 miles towards Nicaragua.

Below the Río Grande the savannah is pinched out by mountains, but there are other lowlands between mountain and sea to the S. From Puerto Quepos, built by the United Fruit Company, 117 miles of railway run NW to beyond the Río Pirris and SW to the Río Savegre through banana-growing lowlands, but the bananas have now been abandoned because of Panamá disease ; African palm and cacao are now being grown in these lowlands. In the far S there are swampy lowlands again at the base of the Peninsula of Osa and between the Gulf of Dulce and the borders of Panamá. Here there are 12,000 hectares planted to bananas ; 197 miles of railway run to the United Fruit Company's port of Golfito, which handles nearly three times as much cargo as the next largest port in Costa Rica. The Río General, a tributary of the Río Diquis or Grande de Térraba (which cuts through the mountains to reach the Pacific N of the Peninsula of Osa) runs through a southern structural depression almost as large as the meseta central, but is only now being actively occupied.

Altitude, as elsewhere in Central America, determines the climate, but the tierra templada and the tierra fria start at nearly a thousand feet lower on the Pacific than on the Atlantic side. The Pacific side is the drier, with patches of savanna amongst the deciduous forest ; the Atlantic side has heavy rainfall—300 days a year of it—and is covered far up the slopes with tropical forest : 79 per cent. of Costa Rican land is forested.

Settlements : The Spaniards were driven off the Nicoya Peninsula by hostile natives in 1522, but returned when all the rest of Central America had been conquered. They settled in the meseta central, where there were some thousands of sedentary Indian farmers. Cartago was founded in 1564. The settlers, as usual, adopted the hacienda system, but their Indian workers were soon almost wiped out by disease, and by 1572 they were faced with two inescapable alternatives : either to starve or work the land themselves. The 55 Spanish families preferred to survive : a decision which entailed shedding all aristocratic pretensions and sharing the land into small workable family farms : the only known case in the whole of Latin America. There was no sign of expansion in the central Cartago nucleus until 145 years later, when a small number left Cartago for the valleys of Aserri and Escazu in that area which is drained into the Pacific by the Río Grande. They founded Heredia in 1717, and San José in 1737. In 1751 the total population of the meseta central was 2,330, divided amongst 399 families. Alajuela,

not far from San José, was founded in 1782. The settlers were growing in numbers but were still poor and raising subsistence crops only. Independence from Spain was declared in 1821, and two years later during a civil war, the capital was moved from Cartago to San José. After independence, the government sought anxiously for some product which could be exported and taxed for revenue. It was found in coffee, introduced in 1797. Costa Rica was the first of the Central American republics to grow it. The Government offered free land to coffee growers. In 1825 there was a trickle of exports, carried on mule-back to the ports. Great Britain received a few bags in 1845. By 1846 there were ox-cart roads to both Puerto Limón and Puntarenas. By 1850 there was a large flow of coffee to overseas markets : it was greatly increased by the opening of a railway from San José and Cartago to Puerto Limón along the valley of the Reventazón in 1890.

From 1850, coffee prosperity began to affect the country profoundly : the birth rate grew, land for coffee was free, and the settlements started spreading, first down the Río Reventazón as far as Turrialba, standing at 2,000 feet ; then up the slopes of the volcanoes to the limit for coffee and beyond to pasture cattle and grow potatoes ; then down the new railway from San José to the Pacific port of Puntarenas. The internal imigration map shows that the people of the meseta central, whilst increasing in absolute population, are now spreading out into the area around the gulf of Nicoya, along the whole Pacific coast, into the eastern parts of the country, and down the valley of the Reventazón. Roads have always followed expansion, to make access to the highland markets easy. Still more land for expansion is available.

Much of the Caribbean coastlands, more especially in the N, are still unoccupied. Bananas were first introduced in 1878 to provide revenue for the railway line which was being built from Puerto Limón to San José. Costa Rica was the first Central American republic to grow bananas. Jamaican Negroes were brought in to clear the forest and work the plantations. The industry grew and in 1913, the peak year, the Caribbean coastlands provided 11 million bunches for export. But the spread of disease lowered the exports progressively. The United Fruit Company then turned its attentions to the Pacific littoral, from which nearly all the bananas come today. In 1952, exports topped the 1913 total. The old banana lands of the Caribbean coast were turned over to either cacao or abacá (Manilla hemp), but they are now being rehabilitated by flood-fallowing for bananas again. The Negroes (33.24 per cent. of the Province's population) suffered greatly by the death of the banana plantations.

Bananas now account for 41.1 per cent. of the total export, coffee for 46.2 per cent. In 1939, before the recovery of bananas, the percentages were very different : coffee made up 51 per cent., and bananas 21.

On the **Pacific coastlands,** land tenure is more like that in Nicaragua than in the meseta central : here a minority of pure blooded Spaniards own and work the land on the hacienda system rejected by the uplands. About 46 per cent. of the people in the area are mestizos. In the S, inland from the port of Golfito, there

are huge banana plantations. To the N, most of the country's cattle come from the large estates of the savannas, and timber is exploited along the northern coast. In the mountainous Peninsula of Nicoya there are important coffee plantations and the growing of maize, rice and beans is increasing rapidly. The population of this area has risen sharply from a mere 6,026 in 1844 to 103,361 in 1936 and 216,476 in 1955. The area is closely related to the economy of the meseta central : its grains, and its cattle driven up the mountains on the hoof, are an important part of the food supply of the cities and upland farmers.

STICA (Servicio Tecnico Inter-Américano de Cooperacion Agricola) has advised the eventual switching of agricultural patterns between the Pacific coast Province of Guanacaste and the Atlantic areas. Cattle would be more profitably fattened on the Atlantic slope with its year-round rains and abundant pasturage, whereas the more level lands and the seasonal pattern of Guancaaste could, with irrigation, be best devoted to grains.

The census of 1950 showed a total **population** of 800,875, a growth of 69.87 per cent. since 1927. In all the provinces save Limón and Puntarenas whites and mestizos are over 99.5 per cent. of the population ; in Puntarenas they are 98.21 per cent., but in Limón 33.24 per cent. are Negroes and 3.09 per cent. indigenous Indians, of whom only 2,629 survive in the whole country. Even in Limón the percentage of Negroes is falling : it was 57.1 in 1927.

Some 33.5 per cent. are urban. The percentage of illiteracy is 8.1 in the urban and 28.5 in the rural areas : by far the lowest in Central America. The population had grown to 978,966 by 1956.

A good system of **roads** connects the towns of the meseta central. They are detailed in the text and the route of the Inter-American Highway is shown on the map and described under Cartago.

There are now 1,000 miles of all-weather roads and about 3,800 miles of dirt road usable in the dry season.

There are 804 miles of **railway,** all of 42 inch gauge ; 350 of these are owned by the United Fruit Company and are on the plantations near Golfito, Quepos, and Sixaola. The British-owned Northern Railway has 326 miles : its main line is between Puerto Limón and San José (103 miles). The Government owned Pacific Electric Railway connects San José with Puntarenas and has 89 miles of track.

CONSTITUTION AND GOVERNMENT.

The legislative power is vested in a Chamber of Representatives, the Legislative Assembly, and made up of 45 deputies, being one representative to every 8,000 inhabitants. The members of the Chamber are elected for four years. The executive authority is in the hands of the President, elected for the same term of four years. By the Political Constitution issued in 1949, men and women over 20 have the right to vote. Voting is secret, direct and free.

President :

Sr. José Figueres Ferrer	1953.

Ministry :

Foreign Affairs	Sr. Mario Esquivel.
Finance & Economy	Lic. Jorge Rossi.
Interior	Lic. Fernando Volio.

There are six other ministries.

MAIN TOWNS.

Passengers usually land at Puerto Limón, an open roadstead on the Caribbean, but ocean-going vessels berth at the well-protected

wharves. There is generally time before taking the train for San José to see something of

Limón, on a palm-fringed shore backed by distant mountains, built on the site of an ancient Indian village, Cariari, where Columbus landed on his fourth and last voyage. The bulk of the population is Negro. The town itself is laid out in square, well paved blocks. The ancient cathedral is notable. Visitors should also see the palm promenade and tropical flowers of Vargas Park; the colourful Market; and the open-air swimming pool of the Club Miramar. There is an airport to the S. Population: 19,566.

Hotel: Park.

Cables: All America Cables and Radio, Inc., Calle 28, numero 231. Compañía Bananera de Costa Rica.

Shipping: United Fruit Company; Royal Netherlands Steamship Company; Hamburg American; Horn Line.

It is 103 miles by train to San José. There are 3 "up" and 3 "down" trains a day; the "express" takes 5 hours. The narrow gauge railway skirts the coast for 10 miles, giving an almost continuous picture of the surf of breakers, seen often through groves of graceful pines. When Minor C. Keith was building this line in the seventies—it took 19 years to complete—the first 25 miles cost the lives of 4,000 men, most of them white. The Río Matina is crossed by bridge, and next the Pacuare. Lunch is served during a stop at (37 miles) SIQUIRRES. From there on to TURRIALBA, where the first coffee farms are seen, the railway runs on a narrow ledge poised between mountain and river. On the left are the rushing waters of the Reventazón, and on the right the high timbered mountains. At Turrialba, native women sell fruit to the traveller. In the 62 miles from Limón to Turrialba the train has climbed 2,000 feet. In the succeeding 30 miles it has to climb a further 3,000 feet. The view throughout this section is gorgeous. The whole valley of the Reventazón can be seen at one sweep, the river itself appearing as a narrow ribbon of foam 1,000 feet below. At this altitude there is a cool snap in the air as the tropics are left behind and the train attains the Meseta Central, where the climate is more or less constant the year round.

Cartago, 90 miles from Limón, 14 from San José, stands 4,800 feet above sea-level at the foot of the Irazú volcanic peak and is encircled by mountains. It was founded in 1564 and was the capital until 1823. It is a small City, with a population of only 22,261, though the neighbourhood is densely populated. Earthquakes destroyed it in 1823 and 1910, and it has been severely shaken on other occasions. That is why there are no old buildings, though some have been rebuilt in Colonial style. Cartago's climate is far less comfortable than that of San José, for the great eastern rains sweep up the Reventazón valley and drench it, whereas the Capital is protected by the volcanoes.

The most interesting church is the Basilica of Our Lady of the Angels, the Patroness of Costa Rica; it houses La Negrita, under 6 inches high, a famous Black Virgin who draws pilgrims from all over Central America. Her feast day is August 2, when her image is carried in procession to other churches in Cartago and there are celebrations throughout Costa Rica. In her shrine is a bubbling spring, surrounded by the gifts of her devotees.

The image first appeared on August 2, 1635. It was stolen on August 2, 1824—it was then at the Parish Church (ruined in the earthquake of 1910). She reappeared two days later behind the atrium of the triforium. On November 22, 1886, the valuable crown and "resplandor" (a circle of golden rays) were stolen, but not the stone image. The jewellery was replaced by subscription. On the night of May 12-13, 1950, robbers killed a watchman and stole the image, her jewels and votive offerings, to the value of several million colones. On May 20, she was discovered inside the Basilica.

The Sunday market is worth attending, if only to see the richly decorated wheels and sides of the ox-carts in which the country people carry their wares to town.

Hotels : Hotel Holandia ; Pensión Panamá ; Pensión Los Angeles.

Excursions : The most popular is to the crater of IRAZU (11,322 feet), to see the sunrise and—with luck—the two oceans and Lake Nicaragua. The crater, to which there is a paved road through Cartago, is 34½ miles from San José, a run of 90 minutes. From Cartago the road goes through COT and DURAN (National Sanatorium), to the Hotel Robert (6 miles from the top), where breakfast is taken. Irazú is still active ; there are usually clouds of steam at the crater. The lava is slippery and needs spikes or leather to negotiate it. It is cold : heavy clothes—sweaters and overcoats—are needed. TURRIALBA, whose premonitary rumblings are alarming, is not so often scaled, though there is a fine view from the summit. At Turrialba town is the Inter-American Institute of Agricultural Sciences.

AGUA CALIENTE and its hot springs is only 2½ miles from Cartago. Half an hour from Cartago begins the Orosi Valley—the Valle Encantado—down which flows the tumultuous Reventazón. It can be explored by car or on horseback, and a visit paid to the pretty little Orosi waterfall, on the far side of the valley. The waters drop 300 feet from the crest of the mountains. At Orosi is preserved the ancient Mission founded over 300 years ago. In another small but beautiful valley in the same region are the ruins of a mission, at Ujurrás, dating back to 1575.

The Inter-American Highway has now been built 71 miles southwards over the mountains from Cartago to San Isidro del General. At Cartago begins the ascent of Cerro Buena Vista, a climb of 6,000 feet to the Continental Divide. At 11,500 feet this is the highest elevation of the Highway. For 10 more miles it follows the crest of the Talamanca Ridge, with views, on clear days, of the Pacific, 30 miles away, and even of the Atlantic, over 50 miles away. The road then drops down into San Isidro del General, 2,500 feet above sea-level in a fertile valley. It is to be pushed on through Buenos Aires to the borders of Panamá.

The Inter-American Highway to the Costa Rican border, 208 miles, is now open. From Cartago it goes through San José, 14 miles, and San Ramón, 21 miles. Between San Ramón and Esparta, 21 miles, there is a sharp dip of nearly 4,000 feet. Beyond Esparta a branch road leads left to Puntarenas. The 126 miles from Esparta to the Nicaraguan border is through the low, forest covered hills of northern Guanacaste Province, a region of large cattle estates and coffee and banana plantations. The largest town, and a possible stopover, is LIBERIA, (5,000 people ; small hotel), 77 miles from Esparta, and 49 from La Cruz, on the border.

To reach Panamá, cars coming S along the Highway must be shipped on freighters at Puntarenas for Puerto Armuelles, where they can be railed to Concepción, on the Panamá section of the Highway, no easy task.

From Cartago the railway (and a road) follow the coffee-planted Reventazón valley to the Continental Divide, which is crossed at 5,137 feet. From this highest point there is a gentle decline to the Capital, which stands at 3,816 feet.

San José, with a population of 127,979, is one of the most handsome cities in Central America. It stands in a broad, fertile valley producing coffee and sugar-cane. It was founded in 1737 and its architecture is a medley of traditional Spanish and modern. Some wide avenues are flanked by spacious green parks and flower gardens at every turn ; other streets are narrow, with one way traffic. The climate is excellent, but the evenings are chilly. The mean temperature is 68°F., and the annual variation is only 5°. Slight earthquake shocks are frequent.

Streets cross one another at right angles. Avenidas run E-W ; the Calles N-S. The three main ones are Avenida Central and Avenida Segunda and the intersecting Calle Central : the business

centres are along these three. The best shops are along Avenida Central, which is continued W by the Paseo Colón to the airport and National Stadium at La Sabana. Avenidas to the N of Avenida Central are given odd numbers ; those to the S even numbers. Calles to the W of Calle Central are even numbered ; those to the E odd numbered.

The national Tourist Board has an excellent map of the City, marking all the important sights and business houses. With its aid finding one's way about is easy. The Tourist Board is in the Arcades to the W of the entrance to the Gran Hotel de Costa Rica. A map is supplied free.

Hotels : Gran Hotel de Costa Rica ; Gran Hotel Europa ; Oriental ; Panamerican ; Metropoli ; Ritz ; Fornos ; Oasis ; Pensión Canada ; San José Inn ; Tala Inn ; Alameda Inn ; Pensión Cespedes ; Pensión Niza ; Pensión Roosevelt ; Pensión Herminia Sartoresi. The first two charge from U.S. $6-11 a day without food.

Electric Current : 110 volts, 60 cycles, A.C.

Restaurants : Hispano, Spanish food ; Patio Ticio, American food ; Gran Hotel Europa, Continental food ; Chez Marcel, French food ; Ana's, Italian food. Others are El Balcón de Europa ; Americano ; El Sesteo ; Tixie's ; Casino Central ; El Ranchito.

Night Clubs : Chez Marcel (see above) ; Casino Central, Spanish atmosphere ; Patio Ticio (see above).

Clubs : Unión ; Costa Rica Country Club, outside town (tennis, golf, swimming, bowls) ; Golf Club ; Rotary ; Lions.

Sightseeing : Many of the most interesting public buildings are near the intersection of the two main streets. The National Theatre—marble staircases, statuary, frescoes and foyer decorated in gold with Venetian plate mirrors—is just off Av. Central, on Calle 3. The Palacio Nacional (Av. Central, Calle 2), where the Legislative Assembly meets, is a simple building. Any visitor can attend the debates. Along Calle Central is Parque Central, with a bandstand in the middle amongst tropical trees. After 11 o'clock mass, Sunday, and in the evening, men and women promenade here in traditional Spanish manner. On the E side of the Parque Central is the Cathedral ; to the N are the Raventos and Palace theatres, both good buildings. N of Av. Central, on Calle 2, is the Unión Club, the principal social centre of the country. Opposite it is the General Post and Telegraph Office, a fine building put up in 1916. The National Museum, with a good collection of pre-Columbian antiquities, is in the reconstructed Buena Vista barracks, E along Av. Central. Two blocks N of it is Parque Nacional, with a grandiloquent bronze monument representing the five Central American Republics ousting the filibuster William Walker (see Nicaraguan chapter). Still further N is the Zoo, in Parque Bolívar, with a fine display of Costa Rican animals, birds and reptiles. Along Av. 3, to the W of Parque Nacional, are the four large gardens of Parque Morazán, with a Temple of Music at the centre. There is a statue of Bolívar in one of the gardens. A little to the NE Parque España—cool, quiet, and intimate—has for neighbours the National Liquor Factory (try a glass of Crema de Nance), the Casa Amarilla (Yellow House), seat of the Ministry of Foreign Relations, and the Edificio Metálico (Metal Building), which houses several of the main schools.

The magnificent Paseo Colón continues Av. Central W to La Sabana Airport, a colonial-style building with frescoes of Costa Rican life in the Salón Dorado, on the upper floor. To the W of the airport is the National Stadium, seating 20,000 spectators at (mainly) soccer matches. There is a golf course near-by.

Railway Stations : On the NE side of Parque Nacional is the main station of the Costa Rican Railway to the Atlantic port of Limón and to Heredia and Alajuela in the Meseta Central. The main station of the Ferrocarril Eléctrico el Pacífico to Puntarenas is in the extreme S of the city. The two lines are connected.

Rail : A train for Limón leaves San José daily at 8.30 a.m. arriving 3.15 p.m. A train leaves Limón daily at 11.30 a.m., arriving at San José at 6.15 p.m. Journey takes about 6 hours. Fares, 13.05 colones. Chair car, 6.25 colones extra. Baggage, 20 kilos free, excess, 15 cents per kilo. Mid-day breakfast at Siquirres ($1 U.S.) on the way from Limón to San José. Every day a train leaves San José for Puntarenas at 8 a.m., arriving at 12 a.m., and a daily train leaves Puntarenas at 8 a.m., arriving 12 a.m. at San José. Observation cars are attached. Splendid views. Fares, 9 colones. There is a stop for mid-day meal both ways, but food poor. Passengers may buy pineapples at wayside stations, and sample a typical native product : the griddle-cakes made of banana meal.

There is a local service for Cartago and Heredia and Alejuela and other points and a frequent service of motor-buses to these towns and to many villages.

Fares : Bus Fares in San José : 15 cents from the centre outwards. Motor cars can be hired from several public garages for 2 colones upwards according to distance, but a bargain should be struck before starting. Hand baggage in reasonable quantities is not charged, but no trunks of any kind are taken.

Cables : All America Cables & Radio, Inc., Calle 1, Av. Fernandez Guell 2. Compañía Radiografica Internacional de Costa Rica : Gran Hotel de Costa Rica.

Excursions : San José is a good centre for excursions into the beautiful Meseta Central, to its coffee plantations and towns and volcanoes. The excursions to the Orosi Valley and Volcano of Irazú are given under Cartago. A road runs NE of San José to (7 miles) a popular summer resort : SAN ISIDRO DE CORONADO : its fiesta is on February 15. The road goes on through a fine countryside to (20 miles) LAS NUBES, a country village which commands a great view of Irazú. The Catalina Holiday Cabins, 8 miles from the capital, have been built on the road leading to Poas Volcano. These are comfortable tourist cabins in Bavarian style, at 4,500 feet, with a swimming pool, tennis courts, golf courses, a Club House, and saddle horses for hire. A paved road and a railway run from the Capital to the two other main towns of the plateau : Heredia and Alajuela.

Empresa Centro-Americana de Transportes (ECATRA) runs a scheduled daily bus service along the Inter-American Highway from San José to Penas Blancas, on the Nicaraguan frontier and an unscheduled service on to Managua.

Heredia, capital of its province, 6 miles from San José, population 14,880, is a great coffee and cattle centre. It looks a little like the towns of southern Spain : church towers above red tiled roofs, iron grilles at the windows, and bright gardens set amongst whitewashed adobe walls. There is a statue to the poet Aquileo Echeverría (1866-1909). The Tourist Board or travel agencies will arrange a visit to a coffee finca to see how the berry is dealt with.

Alajuela, 8 miles beyond Heredia, capital of its province, stands at 3,080 feet, and is a mid-summer resort for people from the capital. It is famous for its flowers and its market days. Juan Santamaría, the peasant drummer who fired the building at Rivas (Nicaragua) in which Walker's filibusters were entrenched in 1856, is commemorated by a monument. Just outside the town is the Ojo de Agua swimming pool (good restaurant), in beautiful surroundings : a popular bathing resort. The gushing spring which feeds the pool also supplies water for Puntarenas. Population : 15,937.

Beyond Heredia and Alajuela is the 9,000 foot volcano Poás, (34 miles by road from San José) to which a worthwhile excursion can be made : the last 5 km. on horseback. The crater, one mile across, is the largest in the world. Within its sharp-sided walls is a lake of boiling lava which geysers steam and water 2,000 feet or so occasionally. Half a mile away is a still, forest-fringed water lake in another crater. There is a wide view from the summit of Poás : the whole Meseta Central is laid out at one's feet. Towards the W runs a chain of volcanoes, pierced by sulphur vents and springs.

San José and Puntarenas, on the Pacific coast, are connected by both a road and a railway (72 miles ; 4 hours).

Puntarenas (population : 18,939), is on a 3-mile spit of land thrusting out into Nicoya Gulf and enclosing the Estero lagoon. It is hot (mean temperature : 80°F.), but from January to March the town is much frequented by visitors from the Meseta Central for sea-bathing and shark and tuna fishing off the coast. Across the gulf are the mountains of the Nicoya Peninsula. In the gulf are several islands. A government launch plies between them. The chief products around Puntarenas are cattle, sugar, and coconuts.

About 15 miles N of Puntarenas, at Monteverde de Guacimal, there is a most successful colony of American Quakers settled on the land.

Hotels : Los Baños ; Arenas ; de Verano ; La Riviera. Accommodation difficult January to March.
Cables : All America Cables & Radio Inc., Casa Blanca.
Shipping : Grace Line ; Independent Line ; Italian Line ; Mamenic (Nicaraguan).
A Government launch maintains a coastal service with Salinas Bay and intermediate ports in Guanacaste Province.

Puntarenas is a good starting off point for exploring the Peninsula of Nicoya and the lowlands at the head of the gulf with their distinctive people, way of life, flora and fauna. The smallholdings of the highlands give way here to large haciendas and great cattle estates. Maize and beans and fruit are other products, with gold from Abangares and Libano, and there is manganese at Playa Real. The rivers teem with fish ; there are all kinds of game in the uplands. The people are open-handed, hospitable, fond of the pleasures of life : music, which they play on odd instruments ; dancing, (the Punto Guanasteco has been officially declared the typical national dance) ; and merry-making. (Cattle and jollity seem to go together). There are two difficulties in rambling about, on horseback, preferably : there are no hotels worthy the name, and the lowlands are deep in mud during the rainy season.

Cocos Island, 30 square ks. of barren, rugged, uninhabited rock, lies 200 miles off the Peninsula of Osa, in the S. Arrangements for reaching it can be made in Puntarenas, after a permit has been got from the Government. It was at one time a refuge for pirates, who are supposed to have buried great treasure there, though none has been found by the many expeditions which have sought it. The offshore waters are a fisherman's paradise, for they abound in fish of all kinds.

ECONOMY.

Agriculture engages 55 per cent. of the people. The economy is based upon the export of coffee, bananas, abacá, cacao, and sugar. Agriculture is encouraged by generous long-term loans from the nationalised banking system, and by the United States' programme of technical assistance known as Point IV, which has 30 agencies in the country. The central plateau, with its soil of dark brown or black volcanic ash, is the great coffee area. Here too, are grown the staple crops : beans, maize, potatoes and sugar-cane, and its dairy farming is both efficient and lucrative. Most of the Meseta Central is farmed by smallholders. The plains of Guanacaste, with its cattle ranches, is mainly in the hands of large estancia owners, and the United Fruit Company owns vast banana lands in the Pacific coastal belt.

Coffee is 46.2 per cent., bananas 41.1 per cent., and cacao 7.3 per cent. of the total exports by value.

The **coffee** is mild and commands top prices. It is the traditional crop, employing more people, bringing in more foreign exchange, and affecting the national economy far more widely than bananas. The area (143,338 acres) cannot be much increased, but intensive culture is doubling its capacity. Shipment is mostly from Limón, but partly from Puntarenas ; 53 per cent. goes to Germany, 34 per cent. to the U.S. The yield was 566,139 bags of 60 kilos in 1954-55.

Bananas are dealt with in the introduction. The crop is now over 9 million bunches.

Cacao is indigenous. The crop varies widely from year to year, being very subject to tree and leaf blights. It is grown mostly on derelict banana plantations on the Caribbean coast by Negroes, but the United Fruit Company has started growing it around Quepos. About 68 per cent. of the exports go to the U.S.

Abacá is also grown on former banana planatations in the Caribbean coastlands, and mainly around Bataan. More **sugar** is grown than is needed locally, but exports have to be subsidised because of its high cost. Some vegetables are exported from the central plateau to Panamá. The export of cut flowers is a small but profitable trade. There are small exports also of beans, which come from the lowlands of the SW.

Costa Rica has enough meat for herself from 804,000 cattle and 115,000 pigs, and the dairy industry is adequate. It grows just enough tobacco for itself, and enough cotton for its textile industry. The forests are hardly exploited (79 per cent. of the land is forest), but there are small exports of " cativo," a soft timber used in plywood. The fishing industry based on Puntarenas is small, and is mostly limited to tuna.

Since 1956 an active export of cattle has developed.

There are imports of wheat, which is not grown, and of edible oils and fats, though vegetable oil is processed locally from sesame, copra, and the African palm nuts grown by the United Fruit Company.

The only **mining** is for gold ; there are no statistics but amounts are small.

EXPORTS.

	1954.	U.S.$ Value.	1955.	U.S.$ Value.
Coffee, m.tons ..	23,477	35,057,351	28,338	37,353,731
Bananas, stems ..	10,115,975	32,738,220	9,085,795	33,212,608
Cacao, m.tons ..	9,419	8,201,132	9,475	5,900,608
Abacá, m.tons ..	3,052	1,234,730	944	608,773
Sugar, m.tons ..	5,569	517,591	7,038	579,785

MANUFACTURES.

After El Salvador, Costa Rica is the most industrialised republic in Central America. There are 3,381 industrial establishments, employing 19,434 persons. But factories are all small and largely occupied upon articles protected by the import tariff : beverages, foodstuffs, cigarettes and cigars, leather products, textiles and clothing, paper, cardboard, furniture, soap, matches, edible oils and margarine, construction materials, shoes, starch, candies, cheese,

beer, brooms, brushes, pharmaceuticals, cosmetics, pottery, ceramics, rope, rubber products, and glass articles. The production of alcohol is a state monopoly. Banking and all forms of insurance are state controlled.

Installed electric capacity is 57,000 kW.

	Exports.	Imports.
1953	U.S.$80,149,254	U.S.$73,668,085
1954	U.S.$80,961,000	U.S.$80,654,000
1955	U.S.$80,903,208	U.S.$80,023,614

The U.S.A. took 53.8 per cent. of Costa Rica's exports and supplied 60 per cent. of the imports in 1955.

The main imports are machinery, vehicles, metals, textiles, petroleum products, flour, lard, chemicals, and various manufactured goods.

INFORMATION FOR VISITORS.

How to get there :

The quickest and cheapest route from the United Kingdom to Costa Rica is by steamers of the Pacific Steam Navigation Co., or the steamers of Royal Mail Lines from London, with transhipment at Cristóbal : thence by local service through the Canal to Puntarenas, or by another line to Limón. As a rule travellers combine their visits to Costa Rica with visits to other Central and South American countries.

The United Fruit Company has services from New York and New Orleans to Port Limón and from New Orleans to Puntarenas. There is a good and frequent service of steamers by various lines from Colón to Port Limón.

Air Services : Pan American World Airways (PAA), Royal Dutch Airlines (KLM), Transportes Aereos Centro Americanos (TACA), and LACSA (the Costa Rican national airline) all operate regular and frequent services between Costa Rica, the U.S.A. and other Central and South American countries. LACSA, an affiliate of PAA, also runs internal services.

Documents : No visa is required for a stay of under 48 hours, otherwise visitors must have a passport bearing a visa (free to British subjects) or a tourist card. The tourist visa is for 30 days, but it can be renewed for similar periods up to six months. Tourist cards can be got from Costa Rican Consular officers or tourist agencies ; they are valid for from one month to six, and cost U.S.$2. Those who hold tourist cards do not need passports but may be asked for proof of their nationality, their birth certificates and evidence of their financial status. Those who stay for more than 48 hours have to get exit permits before they can leave the country.

The offices of the **Tourist Institute** may be found in the Arcades, to the W of the entrance to the Gran Hotel Costa Rica. (Postal address : Apartado 777 ; telephone : 3598). There is a branch office at Cartago. All tourist information is given here. Various Tourist Agencies arrange trips.

The **climate** varies from the heat and humidity of the Caribbean and Atlantic lowlands to warm summer on the meseta central and chilly temperatures at the greater heights. From the coast inland up to 3,200 feet, the temperature ranges from 77°F. to 100°F. From 3,200 feet to 6,500 feet it ranges from 59°F. to 77°F. Above 6,500

feet (41°-59°F.), frosts are frequent. There are dry and wet seasons : the dry runs from December to April, the wet from April to November. The hottest months are March, April and May. From November until May is the most agreeable. Roads are often bogged down during the wet season.

Clothing : Tropical kit for the lowlands, ordinary light clothes for the highlands, with a light overcoat for December through March, and a light raincoat for the wet season ; sweaters and overcoats for visiting the volcanoes. Formal clothes are not necessary at San José for ordinary social events.

Health : Drinking water outside San José should be boiled. Intestinal disorders and malaria (in the lowlands) are prevalent. Eating and drinking should be done with care and moderation.

Normal **business hours :** 8 or 8.30 to 11 or 11.30 a.m. ; and 1 to 5 or 5.30 p.m. Banks : 8 to 11 a.m., and 1 to 3 p.m.

British **Businessmen** and commercial travellers going to Costa Rica are strongly advised to get a copy of " Hints to Business Men Visiting the Central American Republics," It is supplied free by the Commercial Relations and Exports Department of the Board of Trade, Horse Guards Avenue, Whitehall, London S.W.1.

The unit of **currency** is the Colón, sub-divided into 100 centimos. The Central Bank issues notes of 2, 5, 10, 20, 50, 100, 500 and 1,000 Colones. Coins of 1 and 2 Colones, and 5, 10, 25 and 50 centimos circulate. Dollars also circulate without restriction. The official rate of exchange is 5.58 Colones to the dollar, or 18.62 to the £ sterling. Higher rates can be got in the free market.

The **cost of living** is not very high and is falling. In August, 1956, the index (1952 = 100) stood at 106.9.

Tipping is not as general in Costa Rica as in other parts ; 10 per cent. on the hotel bill is considered generous.

Mails by sea from the U.K. are sent *via* United States. They take from a month to six weeks to arrive. Homeward mails are due about once a week. For air mail from U.K., see page 28 ; it takes from 4 to 6 days.

All America Cables & Radio Inc., have stations at San José, Port Limón and Puntarenas. These stations, and the long-range radiotelephone service, are run by the Cía. Radiográfica Internacional de Costa Rica, whose H.Q. is at San José. A telephone system connects San José with the country's main centres. The Government's wireless station at San José communicates with Mexico, Guatemala and El Salvador. The San José office for radiotelephone and radiotelegraph is in the Gran Hotel Costa Rica.

The metric system of **weights and measures** is legal and is in general use. The following traditional measures are also in use, particularly in country districts :—

Weight :—

The Costa Rican libra = 460.09 grams, against the 453.59 grams of the American-British pound. 100 libras = 101.43 U.S. and British lb.

Lineal and Land Measures :—

1 vara = 33 pulgadas = 32.91 inches, or 11/12 of a yard.
10,000 sq. varas (varas cuadradas) = 1 manzana = 1.727 acres.
1 hectare = 1.431 manzanas = 2.46 acres.
64¾ (64.89 exactly) manzanas = 1 caballeria = 111.37 acres.

Dry Measures :—
For beans, maize, rice, etc.—
4 cuartillos = 1 cajuela.
24 cajuela = 1 fanega = 400 litres = 10.9988 bushels.
1 cajuela = 15.07 U.S. or 14.61 British dry quarts.

Liquid Measures :—
1 botella = 1.179 pints.
5 botellas = 1 Spanish gallon = 120 liquid oz

Public Holidays :—

January 1 : New Year's Day.
March : Annual Holiday.
Easter : Three Days.
April 11 : Battle of Rivas.
May 1 : Labour Day.
June : Corpus Cristi.
June 29 : Annual Holiday.
August 2 and 15 : Annual Holiday.
September 15 : Independence Day.
October 12 : Columbus Day.
December 8 : Annual Holiday.
December 25 : Christmas Day.
Chief Days of the Catholic Church.
Bank Holidays : Dec.28-31.

Sports and Amusements :

Soccer football is the national sport. There are golf courses at San José and Puerto Limón. There is sea-bathing on both Atlantic and Pacific Coasts. Puntarenas is a popular holiday resort for people of the highlands. There is a fine swimming pool at Ojo de Agua, 12 miles from the Capital. The plateau is good country for riding ; horses can be hired anywhere. Most fiestas end with bullfighting in the squares, an innocuous but amusing set-to with no horses used. There is good hunting—jaguar and puma—and shooting in Guanacaste during the dry season. Alligators, boars, deer, rabbits, mountain goats, duck, partridge, quail are all shot. The delicately fleshed tepezcuintle, which lives in holes, is hunted with dogs. There is good fishing in the inland streams, and sea-fishing off Puntarenas.

The principal San José **newspapers** are : " Diario de Costa Rica," " La Nacion," " La República," " Diario Nacional " and the " Gaceta Oficial." " La Prensa Libre," " La Hora," and " Ultima Noticia " are evening newspapers.

Costa Rica is represented in London by an Embassy (116 Ashley Gardens, S.W.1.), and by Consuls at Bristol, Glasgow, Birmingham, Cardiff, Swansea, Manchester and Northampton. The Ambassador is Sr. Humberto Pacheco.

Great Britain is represented by an Embassy at San José, and a Vice-Consul at Port Limón. The Ambassador is Mr. David Jarvis Mill Irving, C.B.E.

The **United States** are represented by an Embassy and Consulate at San José, and Vice-Consuls at Puerto Limón, Golfito, and Quepos.

(This chapter has been revised abroad by Felipe J. Alvarado & Cia, San José. They receive much help from the Director of the Dirección General de Estadistica y Censos and Contabilidad Nacional).

EL SALVADOR
HONDURAS
GUATEMALA
PACIFIC OCEAN
ROADS
RAILWAYS
RIVERS
BOUNDARIES
Miles
Metapán
Lago de Güija
Río Lempa
Chalchuapa
Santa Ana
Ahuachapán
Río Paz
Texistepeque
Chalatenango
Suchitoto
Tejutla
Tonacatepeque
Olocuilta
Zacatecoluca
Lago de Ilopango
San Salvador
Santa Tecla
Izalco
Sonsonate
Pto. Acajutla
Sensuntepeque
Osicala
Río Torola
Sesori
San Francisco
Sta. Rosa
Jucuapa
Chinameca
San Miguel
Usulutan
Pto. El Triunfo
La Libertad
Sn. Vicente
Sn. Sebastian
Sn. Pedro Nonualco
Berlin
Lempa
Río Goascoran
La Unión
Golfo de Fonseca
Inter-American Highway

El Salvador

EL SALVADOR (8,260 square miles) is the smallest, most densely populated, most industrialised and most prosperous of the Central American republics. In El Salvador and Uruguay alone of the Latin American countries is the whole of the national territory occupied and developed, despite the fact that most of El Salvador is volcanic upland : the prolongation eastwards of the southern highlands of Guatemala. But its intermont basins are a good deal lower than those of Guatemala, rising to little more than 2,000 ft., at the capital, San Salvador. Across this upland and surmounting it run two more or less parallel rows of volcanoes, 14 of which are over 3,000 feet. The highest are San Miguel (7,100 ft.), San Vicente (7,246), Santa Ana (7,950), and San Salvador (6,376). Izalco, close to Sonsonate, is the most active in Central America ; its almost continuous flames are a beacon to mariners in the Pacific. One important result of this volcanic activity is that the highlands are covered with a deep layer of ash and lava which forms a porous soil not unlike the famous *terra roxa* of São Paulo and Paraná, ideal for coffee planting.

Lowlands lie to the N and S of the high backbone. S, on the Pacific coast (El Salvador has no Caribbean shore), the lowlands of Guatemala are continued to a little E of Acajutla ; beyond are lava promontories till we reach another 20-mile belt of lowlands where the Río Lempa flows into the sea. The northern lowlands are in the wide depression along the course of the Río Lempa, buttressed S by the highlands of El Salvador, and N by the basalt cliffs edging the highlands of Honduras. After a 100 miles the Lempa cuts through the southern uplands to reach the Pacific ; the depression is prolonged SE till it reaches the Gulf of Fonseca.

A single cluster of population centred upon the capital embraces the whole population, and that cluster is far more homogenous than in Guatemala. There is a reason for this : for a very long while El Salvador was neglected by the Spanish conquerors. It lay comparatively isolated from the main stream of conquest, midway between the offshoots sent S into Guatemala from Mexico City and N into Nicaragua from Panamá, and it had neither the precious metals nor the agriculturally active Indians which acted as a magnet for the Spaniards. The small number of Spanish settlers inter-

married with the Indians to form a group of mestizos herding cattle in the valley of the Lempa and growing subsistence crops in the highlands. Even when El Salvador seceded from Guatemala in 1841 to set up as an independent republic, the population was only a few hundred thousand. There were only about half a million people as late as 1879. But soon afterwards coffee was planted in the highlands. Easy access to the coast made this crop competitively profitable. The early coffee planters were colonists of pure Spanish ancestry : the forebears of the powerful " Forty Families." Their success led to coffee planting by small estates ; population rose quickly and the prosperity of the coffee planters irrigated the whole economy. By 1930 the population had risen to 1,500,000, and it was 1,858,000 by 1952. The internal pressure of population has led to the occupation of all the available land. Coffee land is limited : coffee can scarcely be grown below 2,000 feet, but cultivation has climbed the cones of volcanoes up to 4,000 feet and beyond. Several hundred thousand Salvadoreans have emigrated to neighbouring republics.

Of the total population only some 10 per cent. is purely Indian. A very small percentage—less than 1—is of unmixed white ancestry. The rest are mestizos.

Coffee is the basis of prosperity. It created the fine capital city of San Salvador, with a population today of over 120,000. It created the system of roads and railways. It created the port works at La Unión/Cutuco, in the Gulf of Fonseca, the only port where vessels with a draught up to 25 feet can come alongside. Along its 160 miles of coast line there are two other ports : La Libertad and Acajutla : all three have easy access by road, or by road and railway, to the interior. The roads are better than in most other Central American republics ; as a rule they are good even in the rainy season. Nearly all towns and villages can be reached by motor transport. The spine of the system is the paved Inter-American Highway running from the Guatemalan border in the NW to the frontier with Honduras in the E. From it run various by-roads to N and S ; N to the Lempa river and beyond, and S to the Pacific ports. One paved branch runs W from Santa Ana to Ahuachapán and on to the border, giving a second route to Guatemala. A wide 190-mile coastal highway running a few miles inland is projected and has been built in places. It starts at the Guatemalan border near the town of La Hechadura, runs through Acajutla and La Libertad, and ends by joining the Inter-American Highway near La Unión, on the Gulf of Fonseca. Roads and railways are shown on the map and detailed in the text.

El Salvador is fortunate in one other respect : its temperatures are not excessively high. Climate depends on altitude. Along the coast and in the lowlands it is certainly hot and humid, but in the uplands the temperature varies from about 50°F to 97°F in the shade : the average for San Salvador is 73.4° with a range of only about 5°. March to May are the hottest months. There is one rainy season, from May to October, with only light rains for the rest of the year : the average is about 80 inches. Occasionally, during June or September, there is a spell of continuously rainy weather, the temporal, which may last from two or three days to as many weeks. The most pleasant months are those from November to January.

GOVERNMENT & CONSTITUTION.

The Constitution in force is that of 1950. The Government is Republican and composed of three separate and independent powers : Legislative, Executive and Juridical. Legislation is by a Congress of 52 Deputies, one for each 25,000 citizens. The National Assembly meets ordinarily between June 1 and December 1 of each year, and extraordinarily when called by the Executive in Council of Ministers or by the Permanent Commission of the Assembly that functions when the latter is in recess.

Executive power is vested in the President of the Republic, the Ministers and Under-Secretaries. The President is elected for a term of six years ; no extension is permitted and he may not be elected for the following term. Voting is secret and women have the franchise. Extremist political parties are outlawed.

The Juridical Power is in the hands of the Supreme Court of Justice, several Courts of First and Second Instance, and a number of minor Courts. The Supreme Court is composed of nine Magistrates, one of whom is President of the Juridical Power.

GOVERNMENT.

President : Lt.-Col. José María Lemus (1956).

MINISTRY.

Foreign Affairs & Justice	Dr. Alfredo Ortiz Mancia.
Interior	Dr. Luis Rivas Palacios.
Economy	Dr. Alfonso Rochac.

There are 11 other ministries.

The prevailing religion is Roman Catholicism. An archbishop has his seat in San Salvador and there are episcopal sees at Santa Ana, San Miguel, and San Vicente. Education is free and obligatory and there is a national University.

Social Legislation provides for an 8-hour day or a 44-hour week. Industrial workers have holidays with pay and the right to form unions which, when registered, can negotiate collective contracts. There is a law regulating annual gratuities, and legislation on social security and housing, but there is no social security for agricultural workers.

The People : With a population of 225 to the square mile, El Salvador is the most densely peopled country in the American mainland. It is wealthy and prosperous ; the standard of living of the artisan class has risen but that of the agricultural labourer remains low, though with a tendency to improve. Health and sanitation outside the capital and some of the towns leave much to be desired, but a great effort is now being made to improve the water and sewage systems and to provide the basic necessities for good health. Malaria has been dominated. Housing is being improved in the capital and several of the towns. The illiteracy rate is high, but adult education is becoming available gradually, and though there is a shortage of teachers there is a heavy programme of school building. There is a University at San Salvador, a training school for nurses, and a number of secretarial schools. A new and splendidly equipped maternity hospital is a model of its kind in Central America. An American experimental station undertakes agricultural training and research. Seeded army conscripts are given practical instruction in agriculture. The next few years should show results.

CITIES AND TOWNS.

(Note : All hotel tariffs are quoted in U.S. dollars, per person, per day, American plan, including three meals).

San Salvador, the capital, 23 miles from the port of La Libertad, is in an intermont basin at 2,230 ft., on the Río Acelhuate in the Valle de las Hamacas and with a ring of mountains round it. The population is 186,000. It was founded by Pedro de Alvarado in 1525, but not in the valley where it now stands. The area is volcanic ; the city

was destroyed by earthquake in 1854, and that explains why no trace of its colonial days can now be found. It is a modern city, its architecture conditioned by its liability to seismic shocks. The climate is semi-tropical and healthy, the water supply pure and abundant. (Average temperature : 73.4° F ; average rainfall, 72 inches).

Four broad streets meet at the centre : the Avenida Cuscatlán and its continuation the Avenida España run S to N, Calle Delgado and its continuation Calle Arce from E to W. The city is laid out like a chess board and this pattern is kept throughout : the avenidas, that is, running N to S and the calles E to W. The even-numbered avenues are E of the Central avenidas, odd numbers W ; N of the central calles they are dubbed Norte ; S of the central calles Sur ; the even-numbered calles are S of the two central calles, the odd numbers N. E of the Central avenidas they are dubbed Oriente, W of the central avenidas Poniente. It takes a little time to get used to.

Nearly all the more important buildings are near the intersection. On the E side of Avenida Cuscatlán, back before the intersection, is Plaza Bolívar, the heart of the city. A fine equestrian statue looks W towards the Renaissance-style National Palace, where the National Assembly meets. To the N stands the wooden cathedral burnt down in August, 1951, but now being rebuilt. The General Post Office and the University is to the W of it, across Avenida Cuscatlán, and the National Theatre (films, mostly) to the E of it on Calle Delgado. If we walk along 2a Calle Oriente we come, on the right, to Parque Dueñas ; in the centre is a tall and flamboyant monument to Liberty, looking E towards the Church of El Rosario, where José Matias Delgado, Father of the Independence movement, lies buried. The Archbishop's Palace is next door. The big building on the S side of the square is the Municipal Palace. Not far away to the SE (on 10a Av. Sur) is La Merced, from whose old bell-tower went out Father Delgado's tocsin call to independence in 1811. The visitor might well study this church, for it contains most of the anti-earthquake devices he will see in the 18th century churches in other towns : massive walls, a low roof, strong polygonal cupolas at the crossing and a row of small domes instead of vaults in the nave.

Opposite the Cathedral, across Calle Delgado, is the National Treasury ; across Calle Delgado, opposite the theatre, is Plaza Morazán, with a monument to General Morazán, and beyond it the Nuevo Mundo hotel. Calle Arce runs W to the Hospital Rosales, in its own gardens. (SW of the Hospital, along Av. Roosevelt, is the National Stadium). On the way to the Hospital, if you turn S opposite the great church of El Sagrado Corazón de Jesus, you come after one block, to Parque Bolívar, with the Jail to the W of it, the National Printing Works to the S, and the offices of the Department of Health to the N.

At the edge of the city (to the N along Avenida España and W along 9a Calle Poniente) is the Campo de Marte, a large and popular park with tennis courts, a baseball court, football grounds and a horse-racing track. Here, during Holy Week and the fortnight preceding August 6, is held the Fiesta of the Saviour, ranging from religious ceremonies to gay festivities which attract people from all over the country and from neighbouring republics. As a climax colourful floats wind up the Campo de Marte. On August 5, an ancient image of the Saviour is borne before a large procession ; there are church services on the 6th, Feast of the Transfiguration.

On December 8, Day of the Indian, there are throughout El Salvador processions

of children and young people honouring the Virgin of Guadalupe.

Hotels : Nuevo Mundo, air-conditioned rooms, U.S. $8,00-14.00 per person ; suites, $14.00-18.00 ; American plan only. Astoria, U.S. $8.00-12.00. (If given a week's notice the British Legation can book accommodation at the Astoria at a reduction of 10 per cent.). Casa Clark and Casa Oberholtzer are boarding houses.

Electric Current : Volts, 60 cycles, A.C. Special transformer plugs not needed.

Clubs : International, admits foreigners, and has a branch at La Libertad, much frequented during the dry season, November to May ; the Country Club, a few miles from the City, has the best golf course in Central America, (9 holes) ; also tennis and basket-ball courts. The Automobile Club of El Salvador has a chalet for bathing at La Libertad ; the Casino Salvadoreño and Circulo Deportivo (foreigners admitted to both) have restaurants and swimming pools. International Rotary : Lions.

Night Club : Gran Mirador, in the hills. Dinner and dance, Friday and Saturday.

Rail : Salvador Railway Co. : W to Santa Ana, Sonsonate and Acajutla. International Railway of C.A. : E to Cojutepeque, San Vicente, Usulután, Zacatecoluca, San Miguel, and La Unión ; W to Santa Ana (*via* Lempa Valley) and to Ahuachapán, Guatemala and Puerto Barrios.

International Buses : Transportes Mermex (6a Av. Sur No. 27), daily, except Sunday, to Guatemala City, 7 hours. Leave 8 a.m. Single, U.S. $5.00 ; return, $8.00. Ramirez Express (6a Av. Sur No. 25), to Tegucigalpa (Honduras), on Tues., Thurs., and Sat. ; leave 3 a.m. Time : 10 hours. Single : U.S. $6.00.

Bank of London and South America, Ltd. ; Banco Central de Reserva ; Banco Hipotecario ; Banco Salvadoreño ; Banco de Comercio.

All America Cables & Radio, Inc. : 672 Esq. 2a Calle Poniente y 5 Avenida Sur ; Tropical Radio, la Calle Poniente 4.

Tourist Agents : El Salvador Travel Service, Edificio Banco Salvadoreno, 4 Pisco. Ibalaco Tours, Edificio La Reforma, 4a Calle Oriente.

A good **sightseeing tour** of from 2 to 3 hours by car is along Av. Cuscutlán past the Zoo (10 blocks) and the Casa Presidencial and up to the new residential district in the mountain range of Los Planes de Renderos. There are two excellent restaurants along the highway, and the Tourist Board has another at Los Planes de Renderos : from its balcony there is a grand view of the City, the Volcano of San Salvador, and the mountains of Honduras. Los Planes de Renderos is crowned by the beautiful Balboa Park. From the park a scenic road runs to the summit of Mount Chulul, from which the view, seen through the Puerto del Diablo (Devil's Door), is even better. The " Door " consists of two enormous vertical rocks which frame a magnificent landscape. At the foot of Mount Chulul is Panchimalco (see below).

On the way back from this trip, call at the National Museum and the Zoo.

Excursions can be made in the neighbourhood to Villa Delgado ; to Panchimalco ; to Lake Ilopango ; to the crater of San Salvador volcano ; and to the Volcano of Izalco and the near-by Park of Tequesol with its immense swimming pool (see Sonsonate, later).

Villa Delgado is a small market town near the capital remarkable for its church, San Sebastián, with its pair of Ionic pilasters and delightfully graceful and simple design.

Panchimalco is 9 miles S by a passable road. Around it live the Pancho Indians, pure blooded descendants of the original Pipil tribes ; they have retained more or less their old traditions and dress. Streets of low adobe houses thread their way amongst huge boulders at the foot of Cerro Chulul (rolled down the hill to terrify the Spaniards, according to local legend). A very fine Baroque colonial church with splendid woodcarvings in the interior and a bell incised with the cypher and titles of Charles V, of the Holy Roman Empire, An ancient ceiba tree shades the market place. Indian textiles are for sale.

A 4-lane highway, the 9-mile Ilopango Boulevard, runs from San Salvador to Ilopango Airport.

Lake Ilopango, 10 miles E of San Salvador (quite near the Ilopango Aerodrome), 9 by 5 miles, occupies the crater of an old volcano. It is 1,200 feet below the level of the capital, and well

worth a visit for its extraordinarily effective scenery. Pre-Conquest Indians used to propitiate the harvest gods by drowning four virgins here each year. A geological disturbance caused an island to rear out of the waters in 1880, and the water-level fell greatly. But the channel draining the lake has now become blocked and the waters have risen considerably. There is a little village—Apulo—in a modern park at the end of the road to the lake. A small restaurant has cabins for swimmers and there are reserved grounds for campers.

Santa Tecla, 8 miles W of the capital by the Inter-American Highway, is 800 feet higher and much cooler ; a coffee-growing district. Population, 19,000. Built in 1854 as a new site for the capital when it was destroyed by earthquake, but San Salvador was raised again from its ruins. Santa Tecla is still known officially as Nueva San Salvador. The huge crater of San Salvador volcano—a mile wide and half a mile deep—and the park at its edge (El Boquerón, designed and constructed by an Englishman), are easily reached from the town (it takes 40 minutes from the capital). The volcano is 6,376 feet high. A wonderful view from the crater, whose inside slopes are covered with trees. At the bottom is a smaller cone left by the eruption of 1917.

Just before Santa Tecla is reached, a branch road turns S for another 15 miles to

La Libertad, the chief passenger port of the Republic. Discharge is by lighter. Population : 3,500. Much of the country's imports are through this port (exports are through Acajutla and Cutuco). Also a popular sea-side resort during the dry season, with good surf bathing and fishing. (Both the Automobile Club and the International Club have beach chalets). The Costa del Bálsamo (the Balsam Coast) with thick forests of tall balsam trees tapped for the gum, stretches between La Libertad and Acajutla.

The balsam tree (*Myroxylon pereirue*), a giant of the tropical forest, stands erect like a mast. It takes 25 years to mature and then yields about 10 pounds when tapped, usually between December and June. Vertical incisions are made in the bark ; a torch is applied to the wound to encourage the flow of resin into bandages which, when saturated, are boiled. The extract is slowly cooked to eliminate water. The balsam tapper—usually an Indian of the Tunalá tribe—works on a sharing arrangement, getting half of what he gathers. The local Indians venerate the tree. The pain-relieving balsam was once a large export, avidly sought by pirates. Of late the shipments have remained fairly steady at about 83 metric tons a year.

Shipping : United Fruit Line (connections Jamaica, Havana and European ports for Liverpool) ; Grace Line on its San Francisco-Cristóbal run.

Hotels : Castillo Blanco, U.S.$6–10 ; El Faro, $4.80–6.00 ; Roca Linda, $6 ; Pensión Jardin, $3.00–4.00.

Excursions : To the large village of Jicalapa, on high rockland above the sea, for its magnificent festival on St. Ursula's Day (October 21).

E to Cutuco/La Unión : There are three ways of reaching the port of Cutuco/La Unión on the Gulf of Fonseca from the capital : (i) by the International Railway of Central America which goes a somewhat roundabout way through Cojutepeque, San Vicente, Zacatecoluca, Usulután and San Miguel ; (ii) by the excellent Inter-American Highway, 115 miles, through Cojutepeque, San Vicente, Merced and San Miguel ; (iii) by a paved highway, in good condition, more to the S, running through Santo Tomás de Aquino, Olocuilta, Zacatecoluca, Usulután, and San Miguel.

By Inter-American Highway, 115 miles. Some 5 ks. from the capital a dry-weather highway branches off N to Tonagatepeque,

Suchitoto, and Chalatenango.

Tonagatepeque, 8 miles from the capital, is an attractive small town on the high plateau, in an agricultural setting but with a small weaving industry. A large ceiba tree in the main plaza. There has been some archaeological exploration of the town's original site, 3 miles away. The old town's saint, Nicolas, often disappeared from his church and was always found under the ceiba tree : a preference finally shared by the townspeople. (Almost an exact reversal of what happened at the mediaeval town of Besse-en-Chandesse in the highlands of the Puy de Dôme, in the Auvergne, where the Saint, after the town's removal, kept on returning to the original site).

Suchitoto is quite near the Lempa River, and **Chalatenango,** capital of its Department, some miles beyond it. Chalatenango, 34 miles from the capital, is a quaint small town with an annual fair and fiesta on June 24. The road goes on into Honduras.

Continuing along the Inter-American Highway : beyond the railway crossing a short branch road leads off right to the W shores of Lake Ilopango. The first city is **Cojutepeque,** capital of Cuscatlán Department, 21 miles from San Salvador. Population : 20,000. Lake Ilopango, to which there is a road, is to the S. Volcano of Cojutepeque is nearby. District grows rice, sugar, coffee. City famous for cigars, smoked sausages and tongues, and its annual fair on August 29 : fruits and sweets, saddlery, coloured saddle bags, leather goods, pottery and headwear on sale from neighbouring villages ; sisal hammocks, ropes, bags and hats from the small factories of Cacaopera (Dept. of Morazán). Good church in Palladian style. Cerro de la Virgen, a conical hill near city dominates Lake Ilopango and gives splendid views of wide valleys and tall mountains. Its shrine of Our Lady of Fátima draws many pilgrims. Lake Apastepeque, near Inter-American Highway, is small but very picturesque. The Tourist Board has built a pier and bathing cabins.

Hotel : París, $2.00.

Excursion : Passable road runs N to Ilobasco (14 miles), then E to Sensuntepeque. **Ilobasco,** has 20,000 people. Surroundings exceptionally beautiful. A town of workers in clay ; its pottery is good and its figurines in clay exquisite. Little figures for Christmas creches come from here. Area devoted to cattle, coffee, sugar and indigo. Annual fair : September 29. Dirt road leads from Ilobasco (reachable from San Rafael Cedros, 1 hour from capital along Inter-American Highway) to the great dam and hydroelectric station of " 5 de Noviembre " at the Chorrera del Guayabo, on Lempa River.

Hotels : Las Rosas ; Pensión Central, $2.00.

Sensuntepeque, 22 miles E of Ilobasco, an attractive small town at 3,000 ft., in the hills S of Lempa valley. Capital of Cabañas Department, once a great source of indigo. Pottery and distilling now the major industries. Some amusing processions during its fair, December 4, the day of its patroness, Santa Barbara. Can be reached direct from Inter-American Highway without going through Ilobasco.

San Vicente, 38 miles from the capital, is 2 ks. on a branch road a little SE of the Highway on Río Alcahuapa, at the foot of Chinchontepec volcano, with very fine views of the Valley of Jiboa as it is approached. Population : 24,723. Worth seeing as the only colonial looking town in El Salvador. Its tercentenary was in 1935, but next year a bad earthquake did considerable damage, now put right without changing the appearance of buildings. Gem is El Pilar, most original church in the country. It was here that the Indian

chief, Anastacio Aquino, took the crown from the statue of St. Joseph and crowned himself King of the Nonualcos during the Indian rebellion of 1833. In main square the Tempesque tree under which city's foundation charter was drawn up. Carnival day : November 1.

Products : Maize, tobacco, fruits, coffee, sugar-cane.
Industries : Shawls and other woollen goods, hats, cigars, sugar.
Hotel : Iberia ; Pensión Vicentina, $2.40.

The Highway crosses Río Lampa to Merced by the longest suspension bridge in Central America (the 1,350-foot-long Cuscatlán Bridge), and on to

San Miguel, 87 miles from San Salvador, capital of its Department, founded in 1530. Population, 40,000. At the foot of the imposing mass of Chaparrastique volcano. Some very good parks, a bare 18th century Cathedral, and charming church of Chinameca with statues and fountains in its gardens. Some silver and gold mining. In mule and ox-cart days was very busy, but has lost trade to the capital since the railway came, but still an important distributing centre. Sisal is the great crop in the area.

There is a road NE through (21 miles) Santa Rosa (10,000 people ; gold and silver mines) to the Goascarán Bridge on the border with Honduras, 35 miles. Traffic normally takes this branch road rather than the longer Inter-American Highway on to Sirama and the spur N to the bridge, a distance of 43 miles.
Hotels : Hispano-Americano ; Aguila, U.S. $3.20.
Clubs : International Rotary ; Lions.
Products : Coffee, sisal, cotton, cattle, cereals.
Bank of London & South America (agency), Segunda Calle Oriente, No. 12.

It is another 26 miles to the port of La Unión/Cutuco. Some 4 miles short of the port the Inter-American Highway branches off N to Honduras (21 miles), at Sirama.

La Unión/Cutuco, on Gulf of Fonseca, only port in the country in which ships can berth. Steamers drawing 25 ft., go alongside at Cutuco, which has good rail facilities. Population : 7,000. Port handles 40 per cent. of imports and 50 per cent. of exports. Good fishing and swimming ; holiday resort during dry season. Local industry : making objects from the shell of tortoises caught in the Gulf.

Shipping : United Fruit and Grace Line vessels call. Steamers, motor-boat and barge services across the Gulf to Amapala (Honduras) and Puerto Morazán (Nicaragua).
Hotel : Central, $3.20.
Rail : to San Salvador. Through trains take 8 hours.

The second road route, running through the southern cotton lands, is a well paved highway. The first place of any importance after leaving the capital is (8 miles) **Santo Tomás de Aquino.** Indian ruins of Cushululitán, short distance to N, are moderately interesting. Six miles on is **Olocuilta,** an old city with colourful market on Sunday under a widespread tree. Good church. Road goes on S and then E across Río Jiboa to

Zacatecoluca, capital of La Paz Department, 35 miles from San Salvador by road, 12 miles S of San Vicente by road or rail. Birthplace of José Simeon Cañas, who abolished slavery in Central America. Population : 24,000. Small towns of San Pedro Nomualco and Santa Maria Ostuma (with a famous fiesta on Feb. 2) are near.

Products : Tobacco, coffee, cotton, sugar, vanilla, some cattle.
Hotel : América, $2.40.

Industries : Cigar factories, hand looms.

Both road and railway cross the wide Lempa River by the Puente do Oro (Golden Bridge) at San Marcos. Branch road (right) to tiny Puerto El Triunfo on the Bay of Jiquilisco. About 69 miles from the capital along the main road is

Usulután, capital of its Department. Population : 19,000. Also on the railway.

Products : Cotton, tobacco, bananas, maize, beans and a certain amount of tanning.

Hotel : Central, $2.40.

Road (and rail) continues some 28 miles to San Miguel (q.v.) where it joins the Inter-American Highway to La Unión/Cutuco.

Western Salvador : The route from the capital S to the port of La Libertad has already been given. Both a paved road and the British-owned Salvador Railway connect San Salvador with Sonsonate and the port of Acajutla. The road goes W through Santa Tecla (q.v.) to Sonsonate, and then S to the port ; 9 Ks. W of Santa Tecla a branch road runs NW past Lake Coatepeque to Santa Ana. The railway, which has made a loop to the N of the road from the capital, also bifurcates : one branch paralleling the road to Sonsonate and Acajutla, one going NW past the lake to Santa Ana. The map makes this complication clear.

Acajutla, a port which serves both the western and the central areas, is 53 miles from San Salvador, 36 from Santa Ana. Regular services of stream-lined passenger cars from the capital, 1½ hours. Open roadstead ; vessels anchor 1,000 metres from the end of the pier in 7 fathoms of water, loading and unloading by lighter. It handles about 40 per cent. of the coffee exports. A popular sea-side resort (good surf riding) during the summer. Population : 2,500. The old town has been rebuilt inland to make room for port improvements. There is a modern cement factory.

Shipping : United Fruit Company, Grace Line and other steamers.
Hotels : Miramar ; California, $4.00.

Sonsonate, 12 miles N on both road and railway to the capital (40 miles) is the centre of the richest coffee area in El Salvador ; it also produces sugar, tobacco, rice, tropical fruits, hides, and balsam from the coast-lands between Acajutla and La Libertad. An important market is held each Sunday. Sonsonate is the chief cattle-raising region and is famous for its cream cheeses, milk and butter. Population : 19,000. It was founded in 1552. The beautiful El Pilar church is strongly reminiscent of the church of E. Pilar in San Vicente. The Cathedral has many of the cupolas (the largest covered with white porcelain) which serve as a protection against earthquakes. The old church of San Antonio del Monte, just outside the city, draws many pilgrims from afar.

Industries : Cotton cloth ; cigars ; baskets.
Hotels : Regis, $2.80 ; Palace, $2.40 ; Pension Oriental, $2.00.
Clubs : International Rotary ; Lions.

The volcano of Izalco, a few miles NW, is easily visited from Sonsonate. Every few minutes it vomits huge burning stones which drop down its sides with a deafening roar, shaking the hamlets on its slopes. It performs with such regularity that it is known as the " Beacon of the Pacific." A 15-mile scenic road is being built

to Cerro Verde, a mountain some two miles from the volcano. A resort hotel is being built on top.

At the foot of the volcano, close together, 5 miles from Sonsonate, are the ladino village of Dolores Izalco and the Indian village of **Asunción Izalco.** Latter has a notable church facing a large plaza at which splendid Indian ceremonies are held from August 8 to 15 and during the Feast of St. John the Baptist, from June 17 to 24; the latter a strange mixture of devout Catholicism and certain distressing native rituals. (Horsemen gallop under a branch from which four live cocks are suspended, try to shear off their heads, and then use the dead cocks as weapons to unseat one another). The strange community and solo dances in the plaza on Christmas Eve are particularly colourful, and somewhat difficult to equate with the professed religion. A road reaches the village from Lake Coatepeque. Near Izalco, on the slopes, is the spacious swimming pool of Atecozol, in the middle of a beautiful park with a restaurant from which the volcano's eruptions, every 10 or 15 minutes, can be watched. The park is shaded by huge mahogany trees, palms, aromatic balsam trees and "amates."

There is a good road N from Sonsonate to (24 miles) Santa Ana, and another, not so good, NW to (25 miles) Ahuachapán, but both places are best reached from the Capital. Both the Inter-American Highway through Santa Tecla and the San Salvador Railway through Quezaltepeque run to Santa Ana. (A road also runs from San Salvador to Quezaltepeque, near which is La Toma, one of the most popular inland resorts in the country).

Some 8 miles short of Santa Ana a short branch road leads (left) to **Lake Coatepeque,** a favourite week-end resort with good sailing, swimming, and fishing. Lake lies near the foot of Santa Ana volcano. Town of Coatepeque has a fine church, good hotels, and numerous lodging houses. The surroundings are exceptionally beautiful.

Hotels : Hotel el Lago ; Casa Blanca ; Monterrey, $4.80. Lido, $4.00.

Santa Ana, 41 miles from San Salvador and capital of its Department, second largest town in the country, with a population of 60,000. The intermont basin in which it lies at 2,300 feet, on the NE slopes of Santa Ana volcano, is exceptionally fertile. Coffee is the great crop, with sugar-cane as a good second : Santa Ana has the largest coffee mill—El Molino—in the world. City is the business centre of western Salvador.

Some quite splendid buildings, particularly the Renaissance Theatre, the classical Art School, the San Juan de Dios Hospital, and several churches, especially El Calvario, in Colonial style. Famous for a delicious confection.

The border with Guatemala is 19 miles by road from Santa Ana.

Hotels : Roosevelt, $6.00 ; Florida, $4.00.
Clubs : International Rotary ; Lions.
Excursions : To Lake Coatepeque, 12 miles. A branch of the International Railways of Central America reaches Santa Ana from Soyapango junction and goes W through Chalchuapa to Ahuachapán. (Also a road to both). **Chalchuapa,** 10 miles from Santa Ana, population 28,000, is at an altitude of 2,100 feet. It was here that President Barrios of Guatemala was killed in battle. Some good Colonial-style domestic building. See the small but picturesque Lake ; the very interesting Church, almost the only one in Salvador which shows strong indigenous influences, and the Tazumal Mayan remains in the neighbourhood.
Hotel : Gloria, $5.00.
Bank of London & South America, Ltd. (Agency).

Ahuachapán, capital of its Department, is 22 miles from Santa Ana, at 2,470 feet. Population : 11,000. A quiet small town with low and simple houses, but quite an important distributing centre. Coffee is the great product. Like many places in the area, it draws the mineral water for its bath-house from some hot springs near the falls

of Malacatiupán, near-by. Power is from falls of Atehuezían in the Río Molina, which cascades prettily down the mountain-side. See also the "ausoles"—cauldrons of boiling mud with plumes of steam and a strong smell of sulphur. A road runs NE through the treeless plain of El Llano de Espina, with its popular small lake, and across the Río Paz into Guatemala. There are two other small lakes amongst pines and cypresses in the high Apaneca mountain S of the city which are popular with tourists : Laguna Verde and Apaneca.

Ahuachapán is 72 miles from the Capital by rail.

Hotel : Astoria, $2.80 ; La Ahuachapaneca Guest House, $2.40

The North-East : The International Railways of Central America run due N from San Salvador to the Lempa River, and then curve W to **Soyapango,** junction for the branch S to Santa Ana. From Soyapango the line continues N past Lake Guija to Metapán, and then W into Guatemala, where it connects with the Trans-oceanic system of Guatemala at Zacapa. There is, therefore, direct railway communication between San Salvador and Puerto Barrios, on the Caribbean, and between San Salvador and Guatemala City. A train runs daily in both directions, with a night's stay at Zacapa.

Lake Guija, on the Guatemalan border, 10 miles by 5, is the most beautiful sheet of water in El Salvador, but is not easy to reach. Dotted with small islands. Fishing and hunting is excellent. A new dam is building at the lake's outlet to generate electricity for the western part of the country. **Metapán** (20 miles N of Santa Ana) is about 6 miles NE of the lake. It has a remarkable baroque Cathedral, almost the only Colonial church which has survived in the country. Some very good silver work (the silver from local mines) in the altar-pieces, and the facade is exquisite. The town has many lime kilns.

Pensions : Gallo de Oro, $2.00 ; Ferrocarril, $1.60.

ECONOMY.

In spite of its comparatively large industrialization—for Central America—over 60 per cent. of its economically active population works on the land, and about another 10 per cent. is engaged in processing coffee and cotton : two crops which account for 94 per cent. of the total exports by value. Almost half the country is under cultivation ; nor is there room for further expansion, for much of the remaining land is either mountainous or difficult to drain and unhealthy. Soil erosion is prevalent and no very active steps have been taken to counter it. Crop rotation is rare, and yields are generally low ; the large planters alone use fertilizers ; amongst the small-holders—the vast majority—cultivation is inclined to be primitive. In the undeveloped areas cattle are bred. Forests cover 37 per cent. of the country ; firewood is indiscriminately gathered, and tanning extracts, balsam and turpentine are got from wild stands. The most disturbing element is that increased population is forcing the country to import basic food commodities, for the cultivation of cotton has made the domestic supply of maize, beans, rice and wheat inadequate. Foodstuffs are to-day the most costly import.

Coffee, grown on 260,000 acres, mainly in the highlands, accounts for 87.7 per cent. of the exports by value. Labour is cheap, costs of

production low, and access to the ports is easy. The quality is good and commands high prices ; the U.S. takes about 71 per cent. of it. Picking starts in November and continues for three months. The bulk of the crop is shipped from December to March. Local consumption is about 130,000 bags. A soluble coffee factory uses 70,000 bags a year.

Production 1956-57—1.3 million bags of 60 kilos. Export, 1954-55—1,052,342 bags of 69 kilos ; 1955-56—925,516 bags.

Cotton of good quality is grown on 110,000 acres. Export accounts for 9.0 per cent. by value of the total. In 1955-56 export of ginned cotton was 55,000 bales, (40,000 in 1954-55) ; about 15,000 bales are consumed in 9 local mills and the rest exported, mainly to Europe and Japan. Insect pests lower the yield.

Sesame seed has become less important in recent years, and exports are falling away. There are growing exports of oil seeds.

The **sugar** crop is 38,805 m. tons, but the cane suffers from mosaic disease, though resistant strains are distributed. More than enough sugar is grown. There are imports of tobacco to implement the local crop. The sisal crop from the Eastern Zone is used for making coffee bags, some of which are exported. Maize and millet are grown everywhere, but often there is not enough maize. Wheat is grown but imported. There are large crops of rice and black beans. Exports of Peruvian balsam (from the Costa del Bálsamo between La Libertad and Acajutla) are now small. Potatoes and ground nuts are produced and small quantities of indigo and cacao. About 25,000 m. tons of honey is extracted and some exported.

There are 800,000 head of cattle, 400,000 pigs, 18,500 goats and 4,000 sheep, as well as a considerable number of poultry. Cattle are exported on the hoof to Guatemala, but imports of live cattle and hogs, from Honduras, are 6 times the value of the cattle exports. Oxen are widely used as draught animals.

Minerals : Two mines produce gold and silver by modern methods in San Miguel, Morazán, and La Unión. The export of gold and silver is the ninth most important item.

Main Exports :

	1954		1955	
	m. tons	1,000 Colones	m. tons	1,000 Colones
Coffee	62,210	230,030	71,801	228,861
Cotton	8,391	16,139	13,919	22,823
Oil seeds	1,500	900	3,000	1,960
Sugar	1,059	357	2,009	719
Balsam	88	403	75	357

Industries : El Salvador is the most highly industrialised country in Central America—it probably has more manufacturing industries than all the rest, though it has neither coal nor petroleum. It depends for power on electricity generated by steam, diesel, and water : this last reinforced in 1954 by a large hydro-electric station on the Lempa River. Installed capacity was 55,000 kW in 1955. Interesting investigations are going on into the possibility of using volcanic energy. Forest reserves have been seriously depleted for fuel, with much consequent soil erosion. Industries are generously protected.

The textile industry uses up 40 per cent. of the locally produced cotton. There are 9 cotton mills and 4 knitting mills, producing

yarns, drills, coarse cloth and towels, cotton stockings, shirts and underwear. Flour is produced by two modern mills using imported wheat. There are 2 biscuit bakeries. Straw hats are turned out in quantity by one factory and by a large rural cottage industry which also turns out cordage, hammocks, nets, handbags and harness from home-grown sisal. One factory turns out 2 million sisal bags for the coffee and grain exporters. Many tanneries and household plants produce leather. A new shoe factory turns out men's shoes from imported American leather. One factory in Santa Ana and one in El Salvador turn out rubber heels and canvas rubber-soled shoes.

One large brewery meets the local demand for beer ; three plants produce aerated table waters ; a number of distilleries produce rum and alcohol from molasses. Two heavily protected cigarette factories produce a thousand million cigarettes and cigars a year. Candles and toilet soap are made locally. Edible vegetable oils are processed from cotton-seed and sesame and exported in large quantities. Several small iron foundries make spare parts for machinery, structural members and decorative ironware. A factory makes cheap bone buttons. Furniture is made in a number of carpenter shops. There is a cement factory at Acajutla with a capacity of 2 million bags a year, but cement is still imported. Soluble coffee is being produced.

The bulk of the goods produced are consumed locally, though there are small exports to neighbouring republics.

A Development Corporation, INSAFOP, has now been set up by the Republic.

Foreign Trade :

	Imports U.S.$	Exports U.S.$
1954	86,742,000	105,045,000
1955	91,255,000	106,900,000

Expressed in Colones the imports in 1955 were 216,855,513, and the exports 262,611,633.

The U.S. took 64.3 per cent. of the exports and supplied 56.9 per cent. of the imports in 1955.

The main imports are food and drink, automobiles, textiles, iron and steel goods, electrical goods, light machinery, drugs and clothes. The U.S. towers over the market. Attractions for the British trader are the free market with no quotas or other artificial limitations on imports ; a free exchange and no restrictions on the export of profits ; the services of British Banking and Insurance Houses ; the most-favoured-nation treatment for British goods ; and the high reputation for quality which British products enjoy in Salvador. The chief difficulty is the absence of regular shipping from any United Kingdom port to Salvador. All freight from the U.K. has to be transhipped either at a European or Central American port, with increased risk of damage, pilferage, and delay in delivery. Merchants in Germany, France and Italy, on the other hand, all enjoy the benefit of direct sailings from their home ports to El Salvador.

The **Public Debt** on December 31, 1955, was : External—U.S. $4,246,757 and £352,919 ; Internal—C12.8 millions.

INFORMATION FOR PASSENGERS.

How to get there : There are no regular passenger services to the ports of El Salvador, but many medium-sized cargo boats with passenger accommodation call frequently at the three ports of La Unión/Cutuco, La Libertad and Acajutla, plying to ports on the Pacific coast of North America up to Los Angeles, San Francisco and Vancouver ; or to Panamá, and through the Canal to New Orleans, New York and Europe (Sweden, France, Germany and Italy).

A good route from England, normally, is by Royal Mail Lines or The Pacific Steam Navigation Company to Cristóbal. (Agent for these lines at San Salvador : S. M. Stadler & Co., Edificio Escobar, Primera Calle Poniente No. 14).

The quickest route from England is to New York, by air to New Orleans or Miami, and on by air to San Salvador. A Brownsville route *via* Mexico is flown by Pan American Airways. Brownsville to Mexico City (2 hours 20 minutes) ; to Guatemala City (5 hours from Mexico City) ; to San Salvador (50 minutes from Guatemala City). The same company has services from Miami to Cristóbal (6½ hours) connecting with planes to San Salvador (6½ hours *via* Panamá, David, San José, Managua and Tegucigalpa. There is a direct service between Los Angeles and San Francisco and San Salvador (14 hours) and between New Orleans and San Salvador (5 hours 10 minutes). Cristóbal is on the E and W coast routes from South America to the United States.

KLM has a regular stop at San Salvador on the N-S leg of its twice weekly flights to Europe.

"TACA" (cargo and passengers) direct service between San Salvador and New Orleans daily (6 hours). The "Skytrain" between New Orleans and San Salvador is for freight only. TACA also has a daily service direct to all the capitals of Central America and a service to Mexico City. American Airlines connect at Mexico City with both Pan American and TACA.

Alternatively, and more cheaply, trains can be taken from New York to New Orleans, and a United Fruit Company boat on to Puerto Barrios (Guatemala). International Railway takes the passenger to San Salvador in 20 hours. This company also plies from New York and Philadelphia to Puerto Barrios ; it also has a service from New Orleans to the Panamá Canal, where trans-shipment is made to the ports of El Salvador. The Grace Line runs freighters (with limited passenger accommodation), from San Francisco and Los Angeles to El Salvador.

From the Central American capitals, San Salvador can be reached by the planes of either Pan American Airways or of the TACA Company which connects the capitals of Honduras, Guatemala and Nicaragua with San Salvador. T.A.N. (Transportes Aéreos Nacionales), of Honduras, has a regular passenger and freight service between San Salvador, Tegucigalpa, Havana and Miami. KLM has a weekly service from Curaçao to El Salvador, with stops at Aruba, Maracaibo, Barranquilla, Panamá, San José, and Managua. LACSA flies tri-weekly the route San José (Costa Rica)—San Salvador—Mexico City.

El Salvador can be reached from the U.S. by rail. U.S. railways connect with the Mexican lines. From Mexico City there is a railway *via* Vera Cruz and Tapachula to Guatemala City. From Guatemala City there is a railway to San Salvador (2 days), and a road (7-8 hours), part of the Pan American Highway and in good condition the year round.

Documents : Passports need to be visaed by a Consul for El Salvador. Passengers must present (a) a recent vaccination certificate ; (b) a health certificate. Those who have no vaccination

certificate may have to be vaccinated on board before they land. A tourist card is all that is needed by visitors staying 90 days. Frontier authorities may require evidence that the traveller has at least 500 Colones in cash ; 200 kilos of luggage are allowed free of duty if the objects are for the traveller's personal use. All excess pays duty.

" Hints to Business Men visiting the Central American Republics " can be got, free, from the Board of Trade, Horse Guards Avenue, Whitehall, S.W.1.

The Federation of British Industries and the British and Latin-American Chamber of Commerce are both represented in San Salvador. International Rotary and the " Lions " have branches at San Salvador, Santa Ana, San Miguel and Sonsonate.

Local Information can be got by tourists from the National Tourist Board, Calle Ruben Darío No. 55, San Salvador (Branch Office at Ilopango Airport), or from the capital's two big hotels : Nuevo Mundo and Astoria. The hotels arrange excursions by car for up to 6 people, and provide maps and lunch boxes.

The **best months** for a commercial visit are from February to May, when there is least rainfall and most business. August is the holiday season. Business is centralised at the capital, but it is as well to visit Santa Ana, Sonsonate and San Miguel.

The **language** is Spanish, but English is widely understood. Spanish should be used for letters, catalogues, etc.

Clothing is usually light—palm beach, white drill and similar fabrics and light cashmeres. A thin waterproof is needed for the rainy season. Umbrellas and sunshades are much in use. Light woollens are occasionally worn in the higher altitudes of the interior, including San Salvador.

Health : Malaria, enteric and lung diseases are common, and corresponding precautions should be taken.

Cost of living : By December, 1955, prices calculated on 26 articles were 500 per cent. above the 1939 level.

Internal Transport : See under roads and railways, page 660. The Pan American Highway, running through the country and giving road connection with Guatemala, Tegucigalpa and Managua, is in excellent condition. El Salvador has extensive moter-bus services, both urban and inter-urban, but the buses are usually crowded. San Salvador is well provided with taxi-cabs. There is no internal air service.

The unit of **currency** is the colón, divided into 100 centavos. The " real " has a value of 12½ centavos. The silver coins are 50 and 25 centavos, but the bulk of the small change consists of nickel coins of 5, 3, and 1 centavos. Banknotes of 1, 2, 5, 10, 25 and 100 colónes circulate, and are used almost exclusively except for fractional amounts of a colón. Legal rate is 2.50 colónes to one U.S.$, or 7 colónes to the £ sterling.

The **metric** system of weights and measures was made obligatory in 1886, but the law is not enforced and the old Spanish units linger. British weights and measures are understood in commerce, but should be clearly designated as " English yards," " English pounds," etc.

Posts and Telegraphs : Sea-mails to and from Britain take from 6 to 8 weeks ; air mail takes 5 days. For air mail rates from the U.K., *via* the U.S.A., see page 28.

Telephone calls can be made between the United Kingdom and El Salvador from 3 p.m. to 2 a.m. on weekdays, and 3 p.m. to midnight on Sundays (G.M.T.). The minimum fee for a 3-minute call is £3. 15s. on weekdays and £3 on Sundays.

There are Government telephone and telegraph services throughout the Republic. There is a direct radio-telephone service between El Salvador and Panamá, the capitals of other Central American countries, Mexico City and the chief cities of Mexico, and all points in the United States. All America Cables and Radio, Inc., provides communication with all parts of the world through its station at San Salvador. There are five commercial and two Government broadcasting stations.

Hours of Business : 9-12 a.m. and 2-6 p.m., Monday to Friday ; 9-12 a.m. Saturday. Banks : 9-11.30 a.m. and 2.30-4 p.m. Monday to Friday ; 9-12 a.m. Saturday. Government offices : 8-12.30 in the morning and 3-5.30 in the afternoon, Monday to Friday, and 9-12 a.m. on Saturday. The Department of Immigration opens half an hour earlier in the morning, and half an hour later in the afternoon, Monday to Friday.

The legal **public holidays** are : January 1, Holy Week (4 days), June 22, August 3, September 15, October 12, All Souls' Day (November), December 14 and Christmas Day. Government Offices are also often closed on religious holidays.

PRESS

San Salvador : " La Prensa Grafica," " Diario Latino," " Tribuna Libre," " Diario de Hoy," " Patria Nueva," " Diario Oficial."
San Miguel : " La Nación," " Diario de Oriente."
Santa Ana : " Diario de Occidente."

El Salvador's Embassy in London is at 6 Roland Gardens, S.W.7. The Ambassador is Dr. Carlos Azúcar Chávez.

The Consul-General is at 6 Roland Gardens, South Kensington, S.W.7. There are Consuls at Liverpool (8 Bentley Road, 8), Birmingham, and Rochester.

The **British Embassy** is at San Salvador (Continuación de 13 Avenida Norte, Colonia Dueñas, telephone 26-67). The Ambassador is Mr. Frederick Charles Everson, C.B.E. Commercial Attaché : Sydney M. Stadler, O.B.E.

There is a Vice-Consul (c/o La Agencia Salvadoreña, telephone 2 de La Libertad) at the port of La Libertad.

The local correspondent of the Federation of British Industries is Mr. H. O. P. Ellison, (c/o Banco de Comercio, 4a Calle Oriente 16) ; and of the British and Latin-American Chamber of Commerce Mr. S. M. Stadler, O.B.E. (Avenida Morazan 4).

The **United States** Embassy and Consulate are at San Salvador (Calle Arce No. 107).

[This Chapter has been revised by S. M. Stadler & Co., Edificio Escobar, Primera Calle Poniente No. 14, San Salvador).

GUATEMALA

GUATEMALA (42,042 square miles ; 3,202,139 inhabitants), is rather larger than Ireland, is the most populous of the Central American Republics, the only one which is predominantly Indian, and the only one, besides Nicaragua and Honduras which still has large areas of unoccupied land. Two-thirds of it is mountainous, 62 per cent. forested. It has coastlines on the Pacific (200 miles) and on the Caribbean (70 miles). Its one great city, the capital, is nearly ten times as large as any other town.

A lowland ribbon, nowhere more than 30 miles wide, runs the whole length of the Pacific shore. There are two ports on this coast : San José and Champerico, the latter a nationalised port. (Ocós has been abandoned). Both are open and unprotected roadsteads where ships have to lie well offshore. Sugar, cotton, bananas and maize are the chief crops of this lowland, particularly in the Department of Escuintla. There is some stock raising as well. Summer rain is heavy and the lowland carries scrub forest. Numerous creeks of brackish water form outlets to the many rivers flowing to the sea. A canal, probably of colonial construction runs at a mile or so from the shore from the old Spanish port of Istapa, near the Salvador border, to the fishing village of Sipacate, in the direction of the Mexican frontier.

From this plain the highlands rise sharply to heights of between 8,000 and 10,000 feet and stretch some 150 miles to the N before sinking into the northern lowlands. A string of volcanoes juts boldly above the southern highlands along the Pacific ; two are still active ; three are above 13,000 feet. There are large and small intermont basins at from 5,000 to 8,000 feet in this volcanic area. Most of the people of Guatemala live in these basins, drained by short rivers into the Pacific and by longer rivers into the Atlantic. One basin W of the capital has no outlet and here, ringed by volcanoes, is the splendid Lake Atitlán.

The southern highlands are covered with a deep layer of lava and ash. This clears away in the central highlands, exposing the crystalline rock of the E-W running ranges. This area is lower but more rugged, with sharp-faced ridges and deep ravines modifying into gentle slopes and occasional valley lowlands as it loses height and approaches the coastal levels.

The lower slopes of these highlands, from about 2,000 to 5,000 feet, are planted with coffee, which is 75 per cent. by value of the total exports. Coffee plantations make almost a complete belt around them. Above 5,000 feet is given over to wheat and the great subsistence crops of maize and beans. The highlands, which receive

GUATEMALA
BRITISH HONDURAS
HONDURAS
EL SALVADOR
MEXICO
PACIFIC OCEAN
Cadenas o Livingston
Amatique Bay
Puerto Barrios
Izabal
Lake Golfo Dulce
Los Amates
Quirigua
Morales
To Copán
Zacapa
Jocotan
Esquipulas
Ayutla
Metapán
Chiquimula
El Rancho
El Progreso
San Agustín
La Tinta
Purulhá
Cobán
Santa Cruz
Tactic
Sebal
Salamá
Rabinal
San Mateo Ixtatan
Chiantla
Huehuetenango
Aguacatan
Sacapulas
Momostenango
San Cristobal
Quiché
Chichicastenango
Los Encuentros
Tecpán
Patzicía
Itzapa
Chimal
Jalapa
Amatitlán
Escuintla
Santa María
Cuilapa
Jutiapa
Carillos
Pijije
Antigua
Atitlan
Solola
Totonicapan
Quezaltenango
San Felipe
Lake Atitlan
San Marcos
Tacaná
Malacatan
Tapachula
To Mexico City
Suchiate
Ocos
Champerico
Retalhuleu
Tiquisate
Santa Lucia
La Gomera
Iztapa
Velasco
Escuintla
Palin
Amatitlán
Guatemala
Mixco
Villa Nueva
Petapa
Jocotenango
Pastores
Sumpango
Chimaltenango
Patzun
Tecpán
Solola
Panajachel
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much rain, are forested : pine at the heights, oak and other broadleaf species lower down and tropical evergreens in the valleys. Where rainfall is small there are savannas ; the middle-Motagua is so parched that it can only bear xerophytic plants like cactus.

Two deep, hot, and rainy valleys thrust from the Caribbean Gulf of Honduras into the highlands : one is the valley of the Motagua, 250 miles long, rising amongst the southern volcanoes ; the other, further W, is the Río Polochic, 185 miles long, which drains into swampy Lake Izabal and the Bay of Amatique. The Motagua is navigable for small craft to within 90 miles of Guatemala City. There are large areas of lowland in the lower reaches of both rivers. This was, and may be again, the great banana zone. Large sections are now being parcelled out by the Government in small holdings for labourers.

To the NW, between British Honduras and Mexico, in the Peninsula of Yucatán, lies the low, undulating and almost uninhabited tableland of Petén, 15,000 square miles of almost inaccessible wilderness covered with dense mahogany forest. Deep in this tangled rain-forest lie the ruins of Maya cities, now visible only from the air. This plateau is drained E into the Gulf by the Río Sarstún, and W into the Usumacinta river by the Río Cancuen. On Lake Petén, in the N, is one small town, Flores, living on the timber-felling and chicle-bleeding in the area. In some parts of Petén there is natural grassland with woods and streams suitable for cattle breeding. The area is now being prospected for oil. There is much smuggling along the Belize border.

SETTLEMENT : When the Spaniards arrived from Mexico City in 1523 they found little precious metal : only some silver at Huehuetenango. Those who stayed settled in the intermont basins of the south-eastern parts of the southern highlands around Antigua and Guatemala City and intermarried with the groups of subsistence native farmers living there. This early pattern has now developed into the present "ladino" (mestizo) population slowly acquiring Western culture and living in the cities and towns as well as in all parts of the southern highlands and in the flatlands along the Pacific coast ; the indigenous population—more than half the total—is still at its most dense in the western highlands and Alta Verapaz. They form two distinct cultures : the almost self-supporting system of production, distribution and consumption of goods in the highlands, and the commercial economy represented by the importing and exporting houses and banks of Guatemala City. At first sight the two seem to have much in common, for the Indian regional economy is also monetary. Money comes from the sale of chickens, meat, fruit, vegetables, flowers, charcoal and firewood to the cities, and from the wages received for agricultural work. This money circulates within the regional economy and a little of it goes to buying a few manufactured articles. Nearly all Indian communities specialise in making something and interchange their goods at fairs. Family industry is important to them and they are industrious. But a gulf opens between the two systems when it is realised that an Indian will carry an article a hundred miles and ask no more for it than he would at home. To him, trade seems to be a social act, done for fun, not out of need, and certainly from no impulse to make a profit and grow rich.

Cochineal and indigo were the great exports until 1857, when both were wiped out by synthetic dyes. The vacuum was filled by cacao, followed by two commercial crops, coffee and bananas—both introductions from the outside world—and essential oils. The

upland soil and climate are particularly favourable to coffee. The market demands quality and flavour, attained only through precision in processing and the picking of the bean at just the right time. Since harvesting is slow and done exclusively by hand, it needs a large labour force, and it is here that the self-contained regional economy makes its vital contribution to the international economy : it is the Indian who does the picking. The commercial economy would wither without the Indians, but the only real hardship the Indian economy would suffer if severed from the other would be a lack of iron tools, mainly hoes and machetes.

The cultivation of coffee owes much to the Germans who settled in Guatemala in the sixties of last century, mostly in the highlands between Cobán and Huehuetenango and on the Pacific slopes overlooking Champerico and Ocós. By 1935-36 they were producing 64 per cent. of the coffee. Their plantations, 25 per cent. of the total, were confiscated during the second world war, and are now run by the Government (the *Fincas Nacionales*). But German influence is recovering rapidly. Germany is Guatemala's second largest customer to-day.

Coffee of the Bourbon variety only is planted below 2,000 feet and until 1906, when bananas were first planted there, the low-lying tierra caliente had been used mostly for cane and cattle raising. The first plantations of the United Fruit Company were at the mouth of the Motagua, near Puerto Barrios, then little more than a village. Negroes from Jamaica were brought in to work them. The plantations expanded until they covered most of the tierra caliente in the NE—along the lower Motagua and around Lake Izabal. Puerto Barrios was developed as a modern port to handle the bananas and railways built, not only into the plantations, but all the way to the capital.

In the thirties, however, the plantations were struck by disease and the Company started planting them in the Pacific lowlands, in the Tiquisate region half-way between the ports of San José and Champerico. The bananas are railed across country to Puerto Barrios, but there are substantial plantations still at Bananera, on the North Line, 36 miles from Puerto Barrios, though much of the old banana land is used for cotton. Most of the workers on the Pacific side are not Negros, but Indians and ladinos. Exports have fallen from 13.4 million stems in 1947 to 8.3 million stems in 1955.

The equitable distribution of occupied land is a pressing problem. The Agrarian Census of 1950 disclosed that 70 per cent. of the cultivable land was in the hands of 2 per cent. of the landowners, 20 per cent. in the hands of 22 per cent., and 10 per cent. in the hands of 76 per cent.—these figures corresponding to the large, medium and small landowners. A quarter of the land held by the small owners was sub-let to peasants who owned none at all. An Agrarian Reform Bill of 1952 gave the Government power to buy from the individual landowner his uncultivated lands in excess of a fixed acreage. By October, 1953, 700,000 acres of Government-owned lands had been distributed, and 511,183 acres of private land bought ; (of these 234,000 acres had been taken from the United Fruit Company). Some 60,000 farm workers received land. The Government was overthrown in 1954, and all expropriated land is being handed back to its previous owners. A new land reform law under study, provides proper compensation for any undeveloped land expropriated by the Government.

COMMUNICATIONS by rail and road are not greatly developed. The only **railway** (apart from the Government's Verapaz Railway, 28 miles, and a few private branch lines on the United Fruit Company's estates) is the International Railways of Central America in which the United Fruit Company and the American Electric Bond and Share are the largest stockholders. This well stocked and well managed railway links the Caribbean seaboard with the Pacific

littoral, running from Puerto Barrios up the Motagua valley to Guatemala City and on to the port of San José. From Santa María a branch line runs W through Mazatenango to the ports of Champerico and Ocós and the Mexican frontier. From Zacapa, about half-way from Puerto Barrios to the Capital, a branch line runs S to San Salvador. The Atlantic road between the capital and Puerto Barrios, with a short branch to the port of Santo Tomás, is not yet finished, and all freight has to be railed between the capital and the Caribbean.

The **road** system is as yet inadequate but the Government, using foreign companies, is now making strenuous efforts to complete the Atlantic, the Inter-American, and the Pacific highways, and to build laterals between them. It is thought that the system will be open to traffic by the end of 1958. There are at present three gaps in the Inter-American Highway, between the Mexican border and Solola, but the rest of this road, passing through San Marcos, Quezaltenango and Guatemala City E to Progreso and San Salvador is in fair condition. There are asphalted roads from the Capital to Antigua, to Lake Amatitlán, and the port of San José, and along the S coast for 60 miles, and further afield there are earth roads throughout the country which can be used by motor traffic during the dry season. There are more than 4,000 miles of first and second class roads and another 1,000 are being built. Volcanic ash makes the unpaved roads dusty in the dry and muddy in the wet seasons.

The census of 1950 disclosed a **population** of 2,787,030. Of these, 53.5 per cent. are Indians; less than 1 per cent. are of unmixed European ancestry; the rest are Ladinos, or mixtures of European and Indian blood, but 75 per cent. can be said to be mostly Indian. The percentage of pure Indians is slowly decreasing: it was 64.7 per cent. in 1893. The population is now estimated at 3.2 millions.

About 70 per cent. are illiterate. Malaria and intestinal parasites reduce the labourer's health. His diet is mostly maize (served as tortillas and a variety of other ways), black beans and rice. Skilled workers are comparatively few, but the Indians have an innate capacity which, properly organised, would turn Guatemala into a great food-producing country.

GOVERNMENT.

PRESIDENT.

Dr. Luis Arturo Gonzales

MINISTRY.

Foreign Affairs	Lic. Jorge Skinner Klee.
Finance	Jorge Echeverria Lizarralde.
Economy	Lic. Edgar Alvarado Pinetta.

There are eight other ministries.

After the fall of the Arbenz regime in 1954 the Constitution of 1945 was cancelled by the Estatuto Politica which, amongst other things, prohibits any intervention by foreign political parties, and outlaws Communism.

Guatemala is administratively divided into 22 Departments. The Governor of each is appointed by the President.

Compulsory **social insurance** was established in 1946 by an act which provided for the eventual establishment of a complete social security system. Coverage has so far been limited to providing cash and medical benefits for occupational and non-occupational injuries. Insurance is compulsory for employers of five or more persons. Premiums are paid by a payroll tax on employers and employees and there is a contribution by the Government. Railroad workers, Government employees, and workers on national and privately owned farms are covered in all parts of the Republic.

Recent History: For early history see the Introductory Chapter to Central America. President Ubico, a well meaning dictator appointed in 1931, was deposed

in 1944 when rioting broke out in the capital. After some confusion, Juan José Arevalo, a teacher, was appointed President. He set out to accomplish a social (and somewhat Communist) revolution, paying particular attention to education and labour problems. He survived several conspiracies and finished his term of six years. Jacobo Arbenz became President in 1950, and the pace of reform was quickened. His Agrarian Reform Law, dividing large estates expropriated without adequate compensation amongst the numerous land-less peasantry, aroused opposition. His Government developed still more pronounced Communist leanings and in June, 1954, Colonel Carlos Armas, backed by popular support and with the apparent encouragement of the United States, led a successful insurrection. Arbenz was overthrown and Colonel Armas became President. There have been signs of internal turbulence since. Colonel Armas was assassinated in July, 1957.

CITIES AND TOWNS.

Puerto Barrios, on the Caribbean (population : 21,378), 200 miles from the capital by air and rail, handles 77 per cent. of Guatemalan exports. Capital of Izabal Department and terminus of the International Railways of Central America. A new port, Santo Tomás, has been built at an old Belgian settlement a few miles N. An Atlantic Highway is being made from the Capital to Santo Tomás, with a short branch to Puerto Barrios. A short rail spur is also being built from Santo Tomás to the Puerto Barrios-Guatemala City railway. Good fishing off the coast.

Hotels :—Del Norte, Ferrocarril.

Steamers :—Weekly to New Orleans and New York. A motor-boat service is maintained with Livingston and Puerto Cortes.

Railway :—To Guatemala City, 7.45 a.m., arrive 5.45 p.m. Also night service, 12 hours, but best avoided unless there is a semi-Pullman car. Fare Q5.90.

Cables :—Tropical Radio, United Fruit Company building.

Puerto Barrios to Cobán : Launch to **Livingston** (14 miles), on left bank of Río Dulce, the main port till railway reached Puerto Barrios. Now depressed and little trade save some export of famous Verapaz coffee from Cobán. Population : 7,195, mostly Caribs. Proceed by launch up beautiful Río Dulce (now being dredged as far as the lake port of El Estor to permit vessels of 2,000 tons) to Lake Izabal, to see old Spanish fort of San Felipe in superb river and lake scenery. Then up the Río Polochic to Panzos (guest house), and then by Verapaz Railway—28 miles—to Pancajché. Bus runs 38 miles through interesting Indian villages of Tucurú, Tamahú, and Tactic to **Cobán,** capital of Alta Verapaz Department and centre of a rich coffee district. Population : 29,673 ; altitude : 4,331 ft. ; climate : semi-tropical. Road to El Rancho (buses), on International Railway and to Guatemala City. Founded by Apostle of the Indies, Las Casas. See Church of El Calvario (1600). Daily market. Fiestas : Holy Week and August 4. Note native women's dress. AVIATECA air service from the capital. Hotels : *Monja Blanca* ; *Central* ; *Pensión Apolo.*

From Cobán a road runs to the Lanquín Caves, a vast network of subterranean grottoes some 248 miles long. Only a small portion is open to tourists, who enter near the town of Lanquín, where guides can be hired. At the entrance, where Lanquín river dives underground, a staircase climbs through various caverns, some a 130 feet high, whose walls are decorated with stalactites and stalagmites of fantastic shapes. Visitors can penetrate 2½ miles, when they come across the underground Lanquín river, with its blind white fish. Professor Sapper has followed the river by launch another 46 miles. There are bats and large blind spiders in the caves.

Puerto Barrios to Guatemala City, 200 miles. The ordinary first-class train accommodation is crowded and not very comfortable in the heat of the lowland journey. There are no luncheons on the train, but a meal can usually be taken at the Station Hotel at Zacapa

during a 35-minute halt. Sandwiches and cold drinks can be had on the train. The Atlantic Highway from Puerto Barrios to Guatemala City will be open soon.

The railway goes through deep jungle and occasional banana plantations to (60 miles) **Quiriguá,** where there are remarkable Mayan Old Empire remains : temple, carved stelae, etc. (For similar remains see under Copán, Honduras). Famous United Fruit Company hospital, but no hotel. At (100 miles) **Zacapa,** half way to the capital, the train halts for a meal. Population : 24,246 ; altitude : 613 ft. Sulphur springs for rheumatic sufferers ; tobacco grown. Road to capital. Zacapa is the junction for the railway to San Salvador. Climate hot and dry : strange Indian rain-making rites on April 30, May 1, at city, two miles from the station. Fiestas : June 29 and December 1-9. Hotel : *Ferrocarril.*

Excursion : Road S to Chiquimula and Esquipulas. Chiquimula (18 miles) is capital of its Department. Population : 23,015. It is on Salvador branch of International Railways. Town has colonial character. See church ruined by 1765 earthquake. Daily market. Fiesta, January 6. A road, 126 miles, runs W through splendid scenery to capital (see p. 692). Hotels : *Zacapa* ; *Pensión Guatemala.*

At Vado Hondo (6 miles) on road to Esquipulas, a road branches E to the great Mayan ruins of Copán, in Honduras (q.v.). **Esquipulas** 40 miles from Chiquimula, is a primitive village in semi-lowland, but at the end of its mile-long shabby street is a magnificent white Sepulchre, one of the finest colonial churches in the Americas. In it is a black Christ carved by Quirio Catano in 1594 which draws pilgrims from all Central America, especially on January 15 and during Lent and Holy Week. It is dressed in gold-embroidered white satin and laden with jewels. The image was first placed in a local church in 1595, but was moved in 1758 to the present many towered and domed Sanctuary built by the Archbishop of Guatemala. Buses from the capital for celebrations, which are also festivities. The road goes on to Atulapa, on the Salvador border.

Pensions : Bolanos; Modelo.

A road and a railway run from Zacapa to the capital ; the road, to N of the line, goes through the interesting Indian villages of Usumatlán, Acasaguastlán, and San Agustín to El Rancho, on the railway. These villages have ancient churches. From El Rancho there is a road N to Cobán (see under Puerto Barrios). The green luxuriance of the coastal belt gives way up the valley of the Motagua to drought and dust and vast parched hills. The train begins to climb. At El Progreso, a dismal place, a large Greek temple of Minerva made of cement and corrugated iron dominates the landscape ; Guatemala has many of them, decreed by President Cabrera, who died in 1920. The railway climbs steadily until, all of a sudden, three volcano cones and the capital come in sight.

Guatemala City, at 5,000 feet, was founded by decree of Charles III of Spain in 1776, to serve as capital after the destruction of an earlier capital, Antigua, in 1773. The city lies on a plateau, a gash through the high Sierra Madre. The lofty ranges of these green mountains almost overhang the capital. To the S looms a group of volcanoes. Population : 295,181.

It was almost completely destroyed by earthquakes in 1917-18

and rebuilt in modern fashion or in copied Colonial. Houses are mostly of one storey, but many three and five storey buildings are now being put up. A plaza called Parque Central lies at its heart : the Plaza is intersected by the N-S running Sexta Avenida, the main shopping centre. The E half has a flood-lit fountain ; on the W side is Parque Centenario, with an acoustic shell : a cement erection in the form of a shell used for open-air concerts and public meetings. To the E of the Plaza is the Cathedral, with the Central Market in the block behind it. To the W are the barracks ; to the N the large Palacio Nacional. Behind the Palacio Nacional is the Presidential Palace. The Central Market is one of the more interesting sights, with narrow aisles whose walls are banked-up with flowers, vegetables, and tropical fruits in fabulous profusion. There are displays of Indian handiwork. Equally interesting is the Mercadito, or little market.

Most of the hotels and boarding houses are in the main shopping quarter in 6, 7, and 8 Avenidas leading S of Parque Central as far as the intersecting 13 Calle. The railway station is in the southern part of the city (10 Av. and 18 C), facing Plaza Justo Rufino Barrios, to whom there is a fine bronze statue. To see the finest residential district go S down 7 Avenida to Plaza 11 de Marzo. Beyond it, to the left, Av. 11 de Marzo runs diagonally into the wide, tree-lined Avenida de Reforma, with the splendid Botanical Gardens just opposite. The boulevard is lined with trees and fine residences and is dotted with statues. Parque de los Próceres, with a monolith to Guatemalan independence, is towards the S of the boulevard. La Aurora Airport, the Zoo, the Observatory, the Archaeological Museum and a racetrack are all in Parque Aurora, at the southern limit of the city.

In the northern part are two fine parks : Parque Morazán, with a statue of Columbus standing on a globe, and the Hipódromo del Norte. The fiesta of Jocotenango is held on August 14-21 in the Hipódromo del Norte, where there is a huge and most instructive relief map of the country made in 1905 by Francisco Vela, an engineer, to a horizontal scale of 1 in 10,000 and a vertical scale of 1 in 2,000. The Hipódromo has tennis, basket-ball and baseball courts, two swimming pools and a children's playground.

The most notable public buildings are the National Palace, the Police Headquarters, University, Public Health Institute, Chamber of Deputies, the Post Office, the Courts of Justice, and Airport. There are five particularly beautiful churches : the Cathedral, the Cerro del Carmen, La Merced, San Francisco, and the strikingly white coloured Santo Domongo.

Cathedral : Begun 1782, finished 1815 ; towers and main domes new. Paintings and statues from ruined Antigua. Next Cathedral is the colonial mansion of the Archbishop.

Cerro del Carmen : Present Hermitage was built as copy of the one destroyed in 1917-18. Contains famous image of Virgin. Hillside now a small park with views of city.

La Merced (11 Av. and 5 C), finished 1813, rebuilt after 1917. Beautiful altars from Antigua. Jewellery and art treasures.

Santo Domingo church, (12 Av. and 10 C), 1882-1807, reconstructed after 1917. Image of Our Lady of the Rosary and sculptures.

Hotels : San Carlos Gran, Palace, and Pan American, comfortable, and excellent meals, U.S. $11.00—14.00 a day with board. There is a permanent display of Guatemalan manufactured articles at these hotels. More moderately priced hotels are Fenix; Colonial; Casa Barrow; Florida; San Rafael; La Continental.

Pensions for a long stay are Fernandez ; Asturies ; Braun ; Exito, Lux, etc.

Restaurants : Spanish dishes at Sans Souci ; continental food at La Casita and El Patio ; Italian dishes and sea-food at Altuna ; local dishes, cheaper, at Sans Souci. Out of town to the S is Las Palmas (Italian and continental). Good cafes, serving French pastry, are Jansen's, Palace, Simón, Austria. Light meals or snacks at Palacio, El Sesteo, Benjaminson. The average cost of a meal, other than breakfast, is U.S. $2.50.

Night Clubs : Pigalle ; El Infierno ; El Intimo ; Moulin Rouge ; El Dorado.

Guatemala is the home of "marimba" music. It can be heard nightly at the above night-clubs. The marimba is a gigantic xylophone played with large drum sticks by from 4 to 9 players. Aldous Huxley says : "An orchestra of several of these rattling contrivances, accompanied by saxophones and trumpets, makes a greater volume of piercing noises than can be produced by any other combination of instruments. Marimba days at the hotel were always a nightmare." Some people like the instrument. Up country the sounding boxes are differently sized gourds, the *marimbas de tecomates*. The city ones are marvels of fine cabinet work and cost up to a thousand dollars.

Taxi-cab Fares :—The minimum fare is 75 centavos. Taxis of the Ferrocarril, Azules, Concordia and Palace Companies can be recommended.

British Legation :—11, Calle Poniente, No. 10.

Cables :—All America Cables and Radio, Inc., 6a Avenida Sur Esquina, 10a Calle Oriente. Tropical Radio : 12, Calle Oriente 1B and Palace Hotel.

Bank of London and South America ; Banco Agricola Mercantil ; Credito Hipotecario Nacional de Guatemala ; Banco de Guatemala ; Banco de Occidente ; Banco Colombiano ; and INFOP, a government institution.

Clubs :—Guatemala Club and the American Club. There is an 18 hole golf course at the Guatemala Country Club, 5 miles from the city, and a 9 hole course at the Mayan Club. The Guatemala Lawn Tennis Club and the Mayan Club are the chief centres for tennis. Lions Club.

Travel Agents :—Clarke's Tours, Mayan Trails, Sandoval Tours, Guatemala Tours, Liang Tours, and many others with whom arrangements can be made to visit by car the tourist attractions in all parts of the country. English speaking guides are provided free of cost. No special tariffs ; the cost must be bargained for.

Tourist Bureau :—6a Avenida 5-34, Zona 1.

Rail :—International Railways of Central America to Puerto Barrios, two through trains daily in each direction, 10½ hours. San José de Guatemala (Pacific port, two trains daily in each direction). To Champerico *via* Retalhulue, daily : to San Salvador *via* Zacapa, daily ; connection is made at Ayutla (180 miles) with the National Railways of Mexico.

No meals are served in trains, although sandwiches and light refreshments, iced beer and soft drinks can be bought.

Road :—Motor-car (or motor coach) can be taken to San Salvador, capital of the neighbouring republic, and to Tegucigalpa (Honduras). Nicaragua, Costa Rica and Mexico City can all be reached by road.

NEAR-BY EXCURSIONS : To **Antigua,** 28 miles *via* San Lucas by asphalted road passing (15 miles out) El Mirador (6,000 feet), overlooking Guatemala City ; fine view of the capital. Restaurant "*Miralvalle*" in vicinity. Road then rises to 7,000 feet and gradually drops to 5,000 feet upon reaching Antigua, capital until destroyed by earthquake in 1773. Population to-day : 16,843. Good hotels for visitors who wish to inspect the most impressive ruins in the Western Hemisphere. Founded in 1541, after destruction of an earlier capital, Ciudad Vieja. Grew to be the most splendid city and cultural centre in Central America, with a population of 80,000, numerous great churches, a University, a printing press (founded 1660), famous sculptors, painters, writers and craftsmen. Centre of the city is Plaza de Armas, the old Plaza Real, where bullfights and markets were held. The Cathedral (1534) is to the E, the Palace of the Captains-General to the S, the Municipal Palace to the N, and an arcade of small shops to the W. Alvarado was buried in the Cathedral, partly rebuilt, but where is not known. All the ruined buildings, though built over a period of three centuries, are difficult to date by eye, partly because of the massive, almost Anglo-Saxon architecture

against earthquakes : cloisters of the Convent of Capuchinas, for example, built 18th century, looks 12th century, with immensely thick round pillars. The most interesting ruins (apart from those mentioned) are of the Monastery of San Francisco, the Nunnery of Santa Clara, El Carmen, La Compañia, Santo Domingo, Santa Cruz, La Recolección (off the road in a coffee plantation), La Merced, the Hospital, Cabildo, the Museum, and Casa de los Leones. Many sculptures and paintings and altars have been removed to Guatemala City. Picturesque coffee estates surround the town.

Hotels : Rancho Nimajay, 50 rooms ; Posada Belém ; Aurora ; Antigua ; Q5,00—16.00 a day, with meals.
Museum, in old University of San Carlos Borromeo (1670).
Market on Monday, Thursday, Saturday, in roofless ruins of old Jesuit church of San Agustín.
Industries : Pottery ; ironwork ; weaving of native cloth.
Fiestas : Holy Week, particularly in Church of San Felipe de Jesús, in the suburbs. Processions begin at 8 a.m., may last all day, pass through all the streets, and sometimes visit other towns. Gay carpets, made of dyed sawdust and flowers, are laid on the route. The litter bearers wear purple until 3 o'clock on Good Friday afternoon (the hour of Christ's death), and black afterwards. Only the litter bearing Christ and His Cross passes over the carpets, which are thereby destroyed.
EXCURSIONS : To Ciudad Vieja, 3½ miles SE at foot of Agua Volcano. In 1541, after days of torrential rain, an immense gush of water came down the mountain and overwhelmed the city. Alvarado's widow, newly elected Governor after his death, was amongst the drowned. To-day it is a mere village, but with a handsome church, founded 1534, one of the oldest in Central America. Four miles E of Antigua is San Antonio Aguas Calientes, noted for its weaving. Fiestas : First Sunday in January ; June 13 ; November 1.

Amatitlán, 23 miles by rail and 17 by road S of the capital, on beautiful Lake Amatitlán, 7½ by 2½ miles. Fishing, swimming and boating. Thermal springs on lake side with groves of trees and coffee plantations. Lake surrounded by picturesque chalets with lawns to the water's edge. Altitude : 4,080 feet. Population : 11,552. Grand view from El Filón park, 1½ miles N. A road goes round the lake ; a branch runs to the slopes of Pacaya Volcano ; the summit, 8,340 feet, can be reached on horseback from Lake Calderas or from village of San Vicente, 11 miles from the main road.

Hotels : Central ; Los Arcos.
Fiesta : Holy Cross, May 2-3.

Road and rail continue S to the Pacific port of San José.

Palín, 9 miles from Amatitlán, has a gorgeous Indian market thrice a week under an enormous 400 years old ceiba tree. Grand views to E of Pacaya, to NW of Agua Volcano, to W of Pacific lowland. Power plant at Michatoya Falls, below town. No hotel. Road runs NW to Antigua through SANTA MARIA DE JESÚS, an Indian village on slope of Agua Volcano, with great view of Pacaya. Agua, 12,300 ft., is climbed on muleback or on foot, usually in the evening, to see the dawn ; if clear, both Atlantic and Pacific oceans are visible. See ancient Franciscan church (1560). Fiestas : December 8, first Sunday January, June 3, and movable Holy Trinity and Sacred Heart of Jesus.

Escuintla, 11 miles from Palín on route to San José, a winter resort in a rich tropical valley at 1,100 ft. Population : 31,625. Famous for its medicinal baths and fruits. Airport at Concepcion, 2 miles. Agua volcano looms to the N. Road to Antigua. Beyond Escuintla a railway branches W at the station of Santa María to Mexico. The Pacific Highway runs E-W through it. Hotels ;

Ferrocarril ; Metropol.

The Department of Escuintla, between the Pacific and the chain of volcanoes, is the richest in the country, producing 80 per cent. of the sugar, 20 per cent. of the coffee, 55 per cent. of the cotton, and 40 per cent. of the cattle of the whole country.

San José, 32 miles beyond Escuintla, 68 miles by road and 75 by rail from the capital, is the country's second largest port ; it handles half of the total imports. Open roadstead with long wharf (35 ft., depth at pier head) and large coffee warehouses. Chief exports : coffee, honey, sugar, timber, essence of lemon grass. Population : 8,116. Heavy surf and ships, anchoring a mile offshore, transport passengers and cargo by lighter. Hot climate. Fishing, swimming, hunting. Trip can be taken through Chiquimulilla canal by launch from the old Spanish port of IZTAPA, now a bathing resort with huts, a short distance to the E.

Hotel :—Vina del Mar (new, with swimming pool), U.S.$6.
Rail :—To Guatemala City and Puerto Barrios ; also to Champerico *via* Retalhuleu and to the Mexican border.
Trains :—For the capital leaves at 9.00 a.m., arriving at 3.30 p.m. Fare, Q1.80.
Steamers :—Regular three-weekly service with Champerico and Puntarenas C.R. and Ecuadorean, Peruvian and Chilean Ports ; also with Seattle, Vancouver, and French, German, Belgian, Scandinavian and Mediterranean ports. Passenger accommodation is difficult to obtain.
Cables :—All America Cables and Radio, Inc.

Two Indian villages N of Guatemala City are easily reached by bus. At CHINAUTLA (6 miles), the village women turn out hand-made pottery. Fiestas : Santa Cruz ; January 15 (Esquipulas) ; October 7. Five miles beyond is another small village : SAN ANTONIO DE FLORES ; good walking from here to a small lake (70 minutes) for bathing.

A most interesting small trip by car or bus from the capital is to SAN PEDRO SACATEPEQUEZ (turn right before Mixco), 14 miles NW. Good view over Guatemala valley and mountains to the N. Daily market, best on Thursday and Sunday. Inhabitants make textiles and tiles. Interesting church. Fiestas : Carnival before Lent ; June 29 ; and much ceremony on March 15 when processing the Image of Christ from one officeholder to the next, and in honour of the same Image in May. Four miles beyond, through flower-growing area, is SAN JUAN, where textiles are made. There are buses along this route, which goes N through Rabinal to Cobán.

West of Guatemala City : Both the Inter-American Highway and a railway run through south-western Guatemala to Mexico, the Highway through the Highlands, and the railway along the coastal plain to Ayutla on the Mexican border (the Pacific Highway runs parallel to it), with spurs S to the ports of Champerico and Ocós. The Highway, with its many branches N and S, will be followed first. It and its side roads lead to a large number of highland towns and villages of great interest to tourists. The Inter-American Highway is paved as far as Chimaltenango and " all-weather " throughout.

The mountain, lake and valley scenery is generally superb and full of colour. In the towns and villages are a number of Colonial churches, some half ruined by earthquakes but often with splendid interiors. Tourists are usually most interested in the Indians. They speak some 20 languages and a 100 or more dialects. The coming of the Spaniards certainly transformed their outer lives : they sing old Spanish songs, wear 17th and 18th century types of dresses, and their religion is a

compound of image-worshipping paganism and the outward forms of Catholicism, but their inner natures remain largely untouched. The Indian has his own environment, materials and techniques, his social, political and religious organisation, his way of thinking, believing and looking at the world.

Their markets and fiestas are of outstanding interest. The often crowded markets are quiet and restrained : no voice raised, no gesture made, no anxiety to buy or sell ; but the fiestas are a riot of noise, a confusion of processions, usually carrying saints, and the whole punctuated by grand firework displays and masked dancers—all part of a strict schedule not usually comprehensible to the onlooker but orderly and significant for the participants. Each municipality has its patron saint, honoured above all other saints revered. The chief fiesta is always to the patron saint, but all the main Catholic festivals, from Epiphany, Holy Week and Easter, Corpus Christi, All Saints and the Immaculate Conception to Christmas are more or less celebrated everywhere.

Indian dress, not easily described, is unique and attractive : the colourful headdresses, huipiles (blouses) and skirts of the women, the often richly patterned sashes and kerchiefs, the hatbands and tassels of the men. It varies greatly, often from village to near-by village. Unfortunately a new outfit is costly, the Indians are poor, and dungarees are cheap. It looks as though the traditional dress of the Indians were doomed.

A large number of Indians are met on the road : peripatetic merchants laden with goods, or villagers driving pigs to market, or women carrying babies and cockerels and fruits. Your driver can usually tell from their costumes where they come from. The merchants will often do a round of 200 miles and make no more than a few shillings, but profit is not his prime motive : he likes wandering, the contacts with strange people and the novel sights. He pleases himself, pleases his customers and (like a good tourist) is not much concerned whether he can make pleasure pay.

Some 4 miles W of the capital a road (right) leads to SAN PEDRO (see above) and COBÁN. Our road twists upwards steeply, giving grand views, with a branch to (9 miles) Mixco. The climb continues. About 4 miles beyond, a road to Antigua turns sharp left. SUMPANGO (on the Inter-American Highway, 14 miles from Mixco) has daily market ; good font in church. At CHIMALTENANGO another road runs left to Antigua (12 miles). The town is capital of its Department. Excellent views and famous for its ornate colonial fountain from which water flows one side to the Atlantic, the other side to the Pacific. A side-road runs 8 miles N to SAN MARTÍN JILOTEPEQUE over deep barrancas ; markets on Sundays, Thursdays ; fiesta : November 11. Fine weaving. Striking huipiles worn by the women. Ten miles beyond Chimaltenango is ZARAGOSA, former Spanish penal settlement, and beyond that (right) a road (8 miles) leads to the interesting village of COMALPA : afternoon markets Monday, Wednesday, Friday, bright with Indian costumes. Glorious old church of San Juan Bautista (1600). Fiestas : June 24, December 8 and 12.

Four miles beyond Zaragosa is PATZICÍA, where the road divides : the S branch goes to Lake Atitlán, the N branch (see Los Encuentros, later) goes over Chichoy Pass to Chichicastenango.

Nine miles beyond, on the southern road, is PATZÚN, with a fine colonial fountain and excellent old church (1570). Sunday market. Fiesta : May 20. Road climbs, then descends to GODÍNEZ, 12 miles W of Patzun, where buses stop and passengers eat at a famous hostelry. A branch road runs S to village of SAN LUCAS TOLÍMAN and to the southern road running E-W through lowlands.

The high plateau, with vast wheat and maize fields, now breaks away suddenly as though pared by a knife. From a " look-out " here, there is an incomparable view of Lake Atitlán, 2,000 feet below, beyond it three 11,000 ft. high volcano cones, Tolíman and Atitlán in line, San Pedro to the W. Village of Palopo is right underneath, on

slopes leading to the water.

At the bottom of the hill, in pinewoods, is Tzanjujú. PANAJACHEL is at the waterside.

Lake Atitlán, 100 miles from the capital, 5,000 ft. above sea-level, about 17 miles across, between 60 and 70 miles in circumference, is one of the most beautiful and colourful lakes in the world. The lake, " more beautiful than Lake Como," (Aldous Huxley), changes colour constantly : lapis lazuli, emerald, azure, shut in by purple highlands, olive green mountains. Over a dozen Indian villages on its shores, some named after the Apostles. All reached by launch from Hotel Tzan Juyu at Panajachel. Fine swimming and boating in the morning, but sometimes rough in the afternoon. In the villages are three tribes with distinct languages : Quiches, Cakchiqueles, and Zutuhuiles. The *Casa Contenta* or *Tzan Juyu* hotels are good. There are four other hotels.

Most visited village is SANTIAGO DE ATITLÁN (fine costumes of women). SAN PEDRO, at foot of Atitlán volcano, makes fine sisal bags and hammocks. SAN ANTONIO PALOPO has grand church and amphitheatre at head of lake and is noted for the costumes and head-dress of its men. The large mats many visitors buy are woven from reeds in SANTA CATARINA PALOPO. Finest oranges in Guatemala come from SUNUNÁ. From SAN LUCAS TOLÍMAN (also reached by road from Godínez) the cones of Atitlán, 11,500 ft., and Tolíman, 10,750 ft., can be climbed.

From Panajachel the Inter-American Highway climbs 2,600 ft., in 6 Ks. to **Sololá :** grand views on the way. Sololá, at 7,000 ft., overlooks the lake. Population : 16,702. Fine Friday market on a field overlooking lake, 2,600 ft., below. Note costumes of men. Great fiesta : August 15. Hotel : *Letona.*

A spectacular branch road runs 18 miles *via* Santa Lucia (good church), to NAHUALÁ, at 8,130 ft., a most interesting Indian village where " metates," or stones on which maize is ground to make tortillas, are manufactured. Distinctive costumes ; fine church ; road goes on to Totonicapán, on Inter-American Highway.

Los Encuentros, 9 miles from Sololá, is the meeting place of our highway and a road, 36 miles long, over the Chichoy Pass from Patzicía. From Patzicía the road runs 12 miles to TECPÁN, at 7,500 ft., where there is a very fine church and Maya ruins nearby. Market Thursdays ; women wear striking costumes ; fiestas : May 3 (Holy Cross) ; October 1-8 ; and December 8. Hotel : *Iximché.*

The road now scales the Chichoy Pass, 10,000 ft., high. Striking views during ascent of volcanoes S of Antigua, then of Lake Atitlán and its volcano cones. NOTE : A new route for the Inter-American Highway to the Mexican border is being built from Los Encuentros through San Francisco, El Alto and Huehuetenango. The old route is given in the text.

A road, 11 miles, goes N from Encuentros to **Chichicastenango,** a " must " for tourists. It is the hub of the Mayan-Quiche Highlands, to which tours are arranged, with guides, from the Mayan Inn, one of the best hotels in the country. Stay of several days recommended. Altitude, 7,000 ft., and nights cold, but fires at Mayan Inn. About

1,000 Ladinos in the town, but 20,000 Indians live in the hills near-by and flood the town, almost empty on other days, for the Thursday and Sunday markets. Town is built around large square plaza of 200 yards a side, planted with eucalyptus and jacaranda trees. Two churches face one another across the square, the large parish church and Calvario, both built above plaza level and approached by a flight of steps to a platform before entrance door. Both steps and platform of parish church are of great importance in Indian ritual. Groups burn incense and light candles on steps and platform before entering. Inside, from door to high altar, stretch rows of glimmering candles, Indians kneeling beside them. Later they go and worship at the numerous pagan altars in the hills. "There are no better Catholics and probably no better pagans in Guatemala." (Aldous Huxley). Next to church are the Cloisters of the Dominican Monastery (1542) where the famous Popol Vuh manuscript of Mayan mythology was found in 1690. Father Rossbach's jade collection can be seen (small fee). His museum of Mayan relics is well worth a visit.

The town itself, usually called Santo Tomás by natives, is charming: winding streets of white houses roofed with bright red tiles wandering over a little knoll in the centre of a cup-shaped valley surrounded by high mountains. Fine views from every street corner. The costumes are particularly splendid. Men wear a short-waisted embroidered jacket and knee breeches of brown cloth, a gay woven sash and an embroidered kerchief round the head. Women wear huipiles with red embroidery against black or brown and skirts with dark blue stripes.

Hotels: Mayan Inn, U.S. $8-10 a day, American plan; Chiguila; Caravansary.

Fiestas: St. Tomás, December 18-21: processions, dances, marimba music; Holy Week; November 1; January 20; March 19; June 24 (shepherds).

EXCURSIONS: N 12 miles by road to (Santa Cruz) **Quiché**, a quaint town at 6,600 ft., the centre of a wheat growing district; colourful market on Sunday and Thursday. Population: 19,451. Remains of stone palaces of former Quiché capital, Utatlán, destroyed by Spaniards, a mile away. Mineral baths. Fiestas: August 16-20; May 3. Pensions: *La Altense*; *La Providencia*.

A road E from Quiché to (7 miles) SANTO TOMÁS CHICHE, a picturesque village with Saturday cattle market; fiesta, December 21-28. On 20 miles is ZACUALPA, where beautiful small woollen bags are woven. Muleback to Mayan ruins and mounds in the neighbourhood. Market: Sunday, Thursday. Church with remarkably fine facade. On another 7 miles is JOYABAJ, where women weave fascinating huipiles. This was a stopping place on the old route from Mexico to Antigua. Market on same days as Zacualpa. Fiesta, August 15.

Road N from Quiché, 30 miles, to SACAPULAS, 4,000 ft., at foot of Cachumutanes mountains, highest in the country. Remains of bridge over Río Negro built by Las Casas. Primitive salt extraction. Natural mineral baths where Indians bathe in the nude, line river. Market under large ceiba tree. Town famous for its sugar-candy (alfeñique). Colonial church with surprising treasures inside, built 1554. Uninteresting road E to Cobán. Road N to interesting Indian villages of NEBAJ and CHAJUL where, on second Friday after Lent, there is a great pilgrimage to the Shrine of Golgotha. A most scenic road W to (20 miles) AGUACATÁN, at 5,480 ft. This road goes on another 16 miles, with grand views of Cuchumutanes mountains, to Huehuetenango (see under road N from Quezaltenango).

Continuing 26 miles by Inter-American Highway from Los Encuentros over the María Tecúm mountains and the desolate lands of Los Desconsuelos, 11,000 ft., we reach **Totonicapán,** capital of its Department, at 8,300 ft. Population : 29,357, almost all Indian. Thriving industrial town making pottery for sale throughout the country, and textile centre where each house has an old-fashioned footloom. Sulphur baths with communal bathing. Road to Nahuala (q.v.). Market, Saturday ; (annual fair, September 26-30), with fiestas on September 29 and July 25. Coldish climate.

W 9 miles is SAN CRISTOBAL, where Francisian monks built a huge church now in sadly ruinous state. The silver lamps, altars and screens, all hand-hammered, and Venetian glass altars are worth seeing. Noted for textiles sold all over Guatemala. Masks and costumes worn by Indians at native dances are made here and at Totonicapán and hired out for fiestas. Market, Sunday, on banks of river running through.

Excursion : A road runs N to San Francisco el Alto (3 miles) and Momostenango (13 miles). SAN FRANCISCO, at 8,660 ft., stands in the biting mountain cold high above the great valley in which are Totonicapán, San Cristóbal and Quezaltenango. Church of metropolitan magnificence. Crammed market on Friday : Indians buying woollen blankets for resale throughout country. Fiesta, October 4. MOMOSTENANGO, at 7,280 ft., is the chief blanket weaving centre. Indians can be seen beating the blankets on stones to shrink them. Peculiar barranca, reminiscent of Bryce Canyon, on outskirts. The Feast of the Uajxaquip Vats (pronounced washakip) is celebrated by 30,000 Indians every 260 days by the ancient Mayan calendar. Frequent masked dances also. Momostenango means "place of the altars," and there are hundreds. There are said to be 300 medicine-men or sorcerers, "half priesthood, half Medical Association," practising in the town. Insignia of office is a little bag containing beans and quartz crystals.

Quezaltenango, 14 miles SW of San Cristóbal, 36,209 people, is the second most important city in Guatemala. Altitude, 7,500 ft., and climate decidedly cool. Set amongst a group of high mountains and volcanoes one of which, Santa María, which destroyed the city in 1902, is still active sometimes. A modern city, but with narrow colonial looking streets, broad avenues, fine public buildings, a magnificent plaza, and a most varied market to which Indians from the entire western highlands bring their handiwork. It is four-fifths Indian. A place to stay at 2 or 3 days for excursions. Airport.

Hotels : Modelo Pensión ; Bonifaz Pensión ; Plaza Hotel ; Pensións Andina, Perez, and Xelaju ; Recreo Hotel.

Excursions : Many places of interest around on roads N to Huehuetenango, W to San Marcos and Mexico, S to Ocós and Champerico. One place is of interest to businessmen : CANTEL, 20 minutes by road, with the largest textile factory in country, using Indian labour. Market, Thursday ; fiestas ; August 15 and a Passion play at Easter. Los Vahos (small hotel), with hot springs and vapour jets 3 miles up a mountain, is reached by taxi.

Road North to Huehuetenango—the Inter-American Highway—goes into the region of the Mam branch of the Mayans. The scenery

is wild and awe inspiring. At 3 Ks. OLINTEPEQUE, an Indian town, the greatest battle of the conquest was fought, and Alvarado slew King Tecum Uman in single combat. Its river is still known as Xequizel, the river of blood. Market, Thursday ; fiestas, June 24, August 29. Road climbs 6 Ks. to SIJA, at 10,500 ft., with wide views. Sija was once a colonial penal settlement. The Spanish strain is still noticeable amongst the inhabitants, most of whom are tall and fair. A climb through conifers for another 5 Ks., to CUMBRE DEL AIRE, with grand views behind of volcanoes, and forward of Cuchumatanes mountains. Another 45 Ks., to Ladino town of MALACATANCITO, where the Inter-American Highway swings NW through the Selegua Gap to El Ocotal in Mexico. About 32 miles of this road are not yet built.

Another 26 Ks., brings us to **Huehuetenango,** lead, copper, and silver mining centre. A beautiful town in beautiful surroundings, with Indians from remote mountain fastnesses coming in for the daily market, and particularly Thursday and Sunday. Fair, July 12-18 ; fiesta, December 8. Racecourse. Population : 16,783. Hotel : *Zacaleu.* Ruins of Zaculeu Pyramid, old capital of the Mam tribe, a mile W on top of a hill ringed by river and barrancas. CHIANTLA, 3 miles N of Huehuetenango, has a great pilgrimage to the silver Virgin of La Candelaria on February 2. Another fiesta on September 8. Daily market, largest on Sunday. Interesting abandoned Spanish mines. Road runs N another 45 Ks. to Barillas. Some 8 miles N of Chiantla is a "look-out" with magnificent views over mountain and valley. For the 80-mile route from Huehuetenango by way of Sacapulas to Chichicastenango, see under excursions from Chichicastenango.

Hotels : Zaculeu ; Central ; Palacio ; Pensión Astoria.

In the rarely visited villages of the Cuchumatanes mountains, Department of Huehuetenango, is held on May 1 the Feast of the Year Bearer, an ancient Mayan survival of choosing the gods of the year entrusted with the people's well-being ; 20 days of church rituals, controlled by official Prayer Makers amid flowers, lit candles and burning incense precede the ceremony.

An alternative route of the Inter-American Highway runs W from Quetzaltenango to Mexico.

Quezaltenango W to Mexico : 18 Ks. to SAN JUAN OSTUNCALCO, at 8,300 ft., noted chiefly for the beautiful waistbands worn by men. Fiesta, Candlemas. Sunday market. See later for road S to Pacific port of Ocós. Our road switchbacks 45 Ks. down valleys and over pine-clad mountains to plateau looking over valley in which are San Pedro and San Marcos. SAN PEDRO SACATEPEQUEZ has a colourful market on Sunday ; fiesta, June 29. SAN MARCOS, at 7,700 ft., is 2 Ks. beyond San Pedro along a broad avenue lined with enormous trees. Fiesta, with fair, April 22-30 ; airport and radio station ; Country Club. Tajumulco Volcano, 13,800 ft., is climbed from the city. Hotel : *Longo.*

About 9 miles W of San Marcos the road begins descending from 8,200 feet to lowlands. In 33 miles to Malacatán it drops to 1,200 feet. This is the toughest stretch in all Central America. The International bridge over Suchiate River at Talismán into Mexico is 8 miles W of Malacatán. At present automobiles for Mexico City drive as far as

Tapachula, where cars are entrained to Arriaga (U.S.$135, including fare for one person ; extra fees for loading and unloading). From Arriaga to Mexico City by Pan American Highway.

Quezaltenango to Ocós : W 18 Ks. to Ostuncalco, then S for 5 Ks. to CONCEPCION CHIQUIRICHAPA, an attractive village, one of the wealthiest in the country ; 6 Ks. to SAN MARTÍN CHILE VERDE, in a windy, cold gash in the mountains. Indians speak a dialect not understood by other tribes and wear very striking costumes. Fiesta, November 11. Primitive ceremonies before rainy season at near-by Lake Chicabal, in crater of volcano. Road descends to lowlands. From Colombia a road branches S (28 Ks.) to Retalhuleu. The road to Ocós runs 21 Ks. W from Colombia (Costa Cuca) to **Coatepeque,** at 1,580 ft., with a population of 22,811 ; one of the richest coffee zones in the country ; also maize, sugar-cane, and bananas, and cattle. Fair, March 10-15. The Pacific Highway runs through (see map). Both railway and road to Ocós. Hotels : *Europa, Ambos Mundos.*

W 21 miles is **Ayutla,** terminus of International Railways of C.A., on the Mexican frontier, separated by Suchiate river from Mexican town of Suchiate : the two railway stations are 3 miles apart. River is crossed by a railway bridge. Road N to Malacatán for International Bridge into Mexico. Population : 5,674. Hotels : *La Perla ; Pensión Rosita.* **Ocós,** a small Pacific port closed to shipping many years ago. It is on a branch line a short distance S of Ayutla.

Quezaltenango to Champerico, *via* Retalhuleu : a 33-mile link between the Inter-American Highway and the Pacific Highway.

SE 5 Ks. is ALMALONGA, noted for its beautiful costumes, especially skirts, which are difficult to buy. Town has hot mineral bathhouse a mile away. Fiesta, June 29. SW 5 Ks. is ZUNIL, picturesquely located in canyon of Samalá river. Noted sulphur baths of Aguas Amargas and hot geysers below the town. Market, Monday ; fiesta, November 25. Striking church, inside and out. Zunil volcano to E. Road runs 28 Ks. up it through jungle, with grand views, to pink, yellow, green and black medicinal springs of Fuentes Georginas.

Our road descends through Santa María de Jesús (large hydro-electric station) to SAN FELIPE, at 2,500 ft., 35 Ks. from Zunil. Tropical jungle, fruits. Spur line to Malua, on International Railways. Beyond, 3 Ks. is SAN MARTÍN, below which a road through Mazatenango goes E through lowlands to Guatemala City (see map).

Mazatenango, 18 Ks. from San Martín, on the railway, is chief city of the Costa Grande zone. Products : coffee, sugar, cacao, tropical fruits. Altitude, 1,250 ft. Population : 18,013. Chitalon airfield 2 miles away. The Pacific Highway (see map) passes through. Hotels : *Jumay ; Canton ; Guatemala ; Pensión El Buengusto ; Recreo.*

SW 12 Ks. from San Martín is **Retalhuleu,** at 785 ft., a town of 19,994 people on the Pacific Highway and on the International Railways to Champerico. It serves a large number of coffee and sugar estates. Fair, December 6-12. Hotels : *Astor ; Central.*

SW 43 Ks. is **Champerico,** open roadstead on the Pacific, with 2,711 inhabitants. Good beach ; good fishing and hunting. The whole town is being rebuilt and the pier lengthened. An asphalted

road leads to the coffee belt which produces 90 per cent. of the crop.

Hotel : Miramar.

Trains : 2 a day to and from the capital.

Shipping : Frequent calls by steamers to Europe *via* Panama Canal and by steamers plying between Puget Sound, San Francisco, and the ports of Ecuador, Peru and Chile. Port now nationalised.

Guatemala City to El Salvador, by road. The Inter-American Highway, which connects Guatemala City with San Salvador is the widest, best-surfaced length of high-speed road between Costa Rica and Guatemala. It keeps to the crest of the ridges most of the way to the border, 104 miles, and goes through Frajanes, Barbarena, and Cuilapa. Beyond Cuilapa the route crosses the Río de los Esclavos by a bridge first built in the 16th century and a road leads off (right) to Santa Ana (El Salvador). At Jutiapa a second road leads off (right) to Santa Ana. The third road to El Salvador goes on through the villages of Progreso and Asunción Mita. Before reaching the border at San Cristóbal the road dips and skirts the shores (right) of LAKE ATESCATEMPA, an irregular sheet of water, with several islands, and set in heavy forest. From the border to San Salvador is 62 miles.

Guatemala City E to Chiquimula : This gravel road, 126 miles long, goes up-hill and down-dale through fine scenery. It runs by way of San José Pinula, Mataquescuintla, Jalapa, San Pedro Pinula, Jilotepeque, and Ipala to Chiquimula (see page 681). It is the route usually followed by visitors to the great shrine at Esquipulas. **Jalapa,** capital of Jalapa Department, is particularly attractive. It is set in a lovely valley at 4,526 ft. ; average temperature : 68°F, but falls in December and January to as low as 41°. Valley of Monjas, near city, is one of the most fertile in Guatemala. Bus service daily to capital, which can also be reached by bus on road NW to Jalapa Station on International Railways and thence by train, but this route takes longer.

One other town must be noted : **Flores,** capital of Peten Department, deep in the forest of the N, 280 miles from the capital and almost inaccessible save by air. It can be reached, with difficulty, from Belize (British Honduras), by taking the road to El Cayo, and then a trail : a matter of 4 or more days. The area is so impenetrable that its Mayan inhabitants, the Itzás, were not conquered by the Spaniards until 1697—a 185 years after they arrived in Guatemala.

Flores is built on an island in the middle of a beautiful lake. Population : 3,305 ; altitude, 436 ft. ; products : chicle, timber. The Mayan remains of Tayasal (the old name for Flores) are near. Hotel : *Cambranes.*

ECONOMY.

Coffee, the great mainstay, accounts for 76.5 per cent. of the total exports, bananas for 9.5. Their importance is stressed in the introduction. The other main exports are small quantities of chicle, essential oils, timber, hides, honey, wax, cotton and spices. Sugar is grown on the Pacific littoral, 80 per cent. of it in Escuintla. Besides the 956,600 quintals of white sugar there is a considerable amount (769,600 quintals) of foot sugar, or panela. Some sugar is imported.

Tobacco is produced (32,000 quintals) but there are imports. Wheat is imported when necessary. The Government is trying hard to increase the local wheat crop, now grown exclusively and somewhat erratically by Indian peasants.

The great staple foods are maize and black beans, grown everywhere. Soya beans, sweet potatoes, rice and cassava (manioc) are also grown, and there are small exports, occasionally, of maize, rice, and cacao. Vegetable oils are produced from native palms, sesame, cotton-seed, castor, coconut and peanut.

Land near the coast, up to 2,000 ft., is suited to stock raising, sugar, essential oils, cotton, maize, rice, bananas, rubber, palms, tropical and European fruits and vegetables. The inland regions (2,000 to 6,000 ft.), grow sugar, coffee, maize and fruits. A third zone, up to 12,000 ft., is given over to wheat and other cereals. The soil is in the main good but not uniform. Mechanical ways are beginning to replace old methods of farming. There are imports of wheat.

Coffee, mainly Arabica and Bourbon types, takes up a quarter of the cultivated area. It is grown on large estates only, four-fifths of it on 500 farms. Hand labour only is used and probably half a million employed. The higher growths of coffee, because of their acidity is much used for blending with unwashed cheaper coffees. Internal consumption (104,000 bags) is high. Crop,1954-55, was 868,096 bags of 69 kilos. The U.S. takes 77 per cent. of exports, 1,173,176 quintals, (of 101.4 lb.), value Q75,817,901 in 1955-56.

Bananas, the second export, are grown by the United Fruit Company and its affiliate, the Cía Agricola—the only scientific producers—and by coffee fincas for their shade. Most are grown in the Tiquisate region, in the Pacific lowland, but there are substantial plantations in the Caribbean area. Exports, 1954—5,102,788 stems; 1955—5,011,348 stems.

Cotton, first grown in 1922 by a British firm, is a long-staple variety. Production, 40,000 bales of 500 lb., in 1956-57, supplies local needs, 60,000 quintals, and the rest is exported. Scientific cultivation and spraying have greatly increased production. Area planted is 35,000 acres.

Chicle, used for making chewing gum in North America, is collected in the N of El Petén province and flown to Puerto Barrios for export. Supplies have fallen off. The Zapote tree from which the latex is tapped produces a fruit the kernel of which contains a fatty substance known as "Sapuyul" which the Maya Indians use as a hair restorative. Prepared with milk this same substance acts as an aphrodisiac.

The Petén region is also the richest in **timber.** Guatemala has 6 million hectares of hardwood and 1.2 million hectares of softwood forest, with 300 species of trees, among them the finest cabinet woods, but many forest areas are still inaccessible. The forests also yield vanilla, sarsaparilla, and many medicinal herbs and barks; mangrove gives tanning for leather and other trees produce chicle and turpentine.

There are 67 distillation plants for **citronells** and **lemongrass** oils, which are exported. Guatemala was the world's largest producer of lemon-grass oil during the war years. A very excellent **honey** is produced; bee-keeping is general on the coffee and other

plantations. The olive tree is now being actively planted and will possibly lead to a flourishing industry.

Cattle estates are mostly on the Pacific coast and there is a modern abattoir at Escuintla, but cattle are found everywhere. The Government is helping to re-establish former exports of fat cattle and frozen meat. Wool is sheared for local use in the W. An official estimate of live-stock shows 919,110 cattle, 254,547 horses, asses and mules, 715,576 sheep, 424,170 pigs and 63,550 goats.

Minerals are few, but almost pure sulphur is got from the volcanoes. A U.S. Company is mining lead (9,000 m. tons) and zinc (23,000 m. tons) in Alta Verapaz province for export.

Main Exports :—Value in thousands of dollars.

	1954	1955		1954	1955
	Thousand quetzales			Thousand quetzales	
Coffee	74,167	75,482	Zinc and lead ..	477	1,146
Bananas	11,203	9,417	Wood	384	509
Cotton	3,656	4,485	Cotton seed ..	250	483
Chicle	398	1,357	Honey	405	430
Essential oils ..	730	1,073	Plywood	149	293

FOREIGN TRADE.

(Millions of quetzales).

	1952	1953	1954	1955
Imports	75.4	79.5	86.3	104.3
Exports	87.5	88.9	95.7	98.7

The U.S.A. supplied 63 per cent. of the imports, and took 74 per cent. of the exports in 1955.

A 100 per cent. Customs surcharge is imposed on imports from any country which in the previous year did not buy from Guatemala at least 25 per cent. of what it sold. The U.K. falls into this category but the penalty has not, so far, been imposed.

The main **imports** are textiles, machinery and machine tools, petroleum, motor vehicles, bicycles, pharmaceutical products, and whiskey. As in all countries where most purchasing power is in the hands of a small number of well-to-do and middle class people, distribution costs are heavy and imported goods dear.

PUBLIC DEBT.

Dec. 1955.	External debt	£427,000
	Internal debts	$30,054,535

Manufactures : The economy is based on the import of manufactures against the export of raw materials, but an effort is being made to change this by increased industrialization. At present industry is of little moment in the national economy. Industries include textiles, beer, aguardiente, soft drinks, prepared foods, shoes, soap, paper, cement, cigarettes, furniture, matches, alcohol, plastics, and tyres. The main handicap is the small market and low wages. Index of industrial production (1946=100) was 124.4 in 1955.

Most of the textiles consist of Indian handicrafts made with simple processes. Cotton yarn is spun and cotton goods manufactured by modern methods at Cantel (Quezaltenango), and in three mills in the capital. The woollen mills spin part of their yarn. There are 3 rayon-weaving and 9 knitting mills using imported yarn. Cordage, bags and nets are made from native fibres. Baskets for coffee pickers and hats are produced.

Local mangrove from El Petén is used for tanning. Most shoes are made by hand in small shops, but the majority of the population goes barefoot. There are four mechanised shoe factories. Shoes are one of the very few items whose import is restricted. A cement plant near the capital turns out 73,000 m. tons, or 90 per cent. of the national needs. There are 100 saw mills and one plywood mill ; one paper mill using waste paper and spent grass from citronella and lemon-grass plants ; one small chemical factory producing the acids. The small soap plants import their ingredients. Three breweries supply the whole market with beer. Large quantities of the popular drink, aguardiente (a crude liquor distilled from the fermentation of unrefined sugar) are made. The well-to-do drink whiskey.

Waterpower resources are estimated at 1.3 million h.p., but only 16,500 have been developed. Total installed capacity in December, 1955, was 44,000 kW. Four-fifths of all electrical services are supplied by the Empresa Electrica de Guatemala, a subsidiary of American and Foreign Power. It sells 92 per cent. of its electricity in and around the capital.

INFORMATION FOR VISITORS.

How to get there :

The United Fruit Co., Caribbean Line and Three Bays Line have sailings to Puerto Barrios from New York, New Orleans, Galveston and Miami ; the first named only has accommodation for passengers. This is the most rapid way by which Guatemala may be reached by sea from Europe. The journey takes 6½ days from New York and 4 days from New Orleans. There is a monthly cargo service of Saguenay Terminals Ltd., from Montreal with transhipment at Cristóbal for Puerto Barrios. Elders & Fyffes have occasional sailings from Avonmouth and Swansea to Puerto Barrios where Royal Dutch S/S Co. (KNSM) from Amsterdam and the HAPAG-Lloyd from Hamburg and Bremen also call monthly.

The Pacific Steam Navigation Co., Royal Mail Lines and Holland America Line have sailings from Liverpool, London and Continent to West Coast of South America and the North Pacific, and passengers and cargo for Guatemala are landed at Cristóbal CZ. The passengers continue by air ; but cargo connection can be made at Cristóbal for Guatemala with the frequent departures, for Puerto Barrios and Central American Atlantic way-ports, of Three Bays Line, and for San José of the Grace Line, both of which companies have services from East and West coast ports of U.S.A., to Central America and the Canal. There are cargo and passenger services to San José and Champerico of the Dutch, German, French, Swedish and Italian Lines passing through the Canal to North Pacific ports. Direct steamers from Europe take about 3 weeks to reach Central America with the exception of the French Line, which covers the distance from Antwerp in about 17 days.

Air Services :—By air Guatemala is connected by the Pan American Airways and TACA with the United States *via* Mexico and with South America *via* Panamá ; also with the capitals of the other Central American republics. K.L.M. airlines has a service to Guatemala on its Curaçao-Salvador-Mexico-Montreal-Europe route.

AVIATECA, with headquarters at Guatemala City and managed by Pan-American Airways, has a monopoly of internal traffic and links most towns with the capital. It has also a weekly service to Belize, British Honduras. Its main business is the carriage of chicle from El Peten. It is about to extend its service to the U.S.

Both Guatemala City and Puerto Barrios have large airports, and there is a military air base at San José. Nearly all the county towns have landing grounds.

Business men and commercial travellers should read " Hints to Business Men Visiting Central America," free on application to the Commercial Relations & Exports Dept., Board of Trade, Horse Guards Avenue, Whitehall, S.W.1.

The **language** of the country is Spanish ; it is not easy to get on without it.

Documents : All applications for visas abroad have to be referred to the Ministry for Foreign Affairs in Guatemala, and so should be made in good time. Three photographs and a health certificate are required for the visa. The Guatemalan Consulates will give information about what inoculation and vaccination certificates are necessary. Visitors who stay for over a month must get an exit permit from the Ministry for Foreign Affairs in Guatemala City before leaving the country. Guatemala has substituted a tourist card for the passport in the case of U.S. and Central American citizens.

Baggage can be examined and passed at the port of entry if it is accompanied by the owner ; otherwise it is inspected at the Customs House in Guatemala City. Travellers with heavy luggage are advised to accept the services of the Express Company's agent travelling on each through train.

The **climate,** which depends upon altitude, varies greatly. Most of the population lives at altitudes of between 3,000 and 8,000 ft., where the climate is healthy and of an even spring-like warmth—warm days and cool nights. The temperature in this " templada " region ranges between 45° F. in December and January to 85° F. in March and April. The coast lands and northern region, low-lying, hot, humid and tropical, are covered with dense vegetation. The mean annual temperature in this " tierra caliente " is about 80° F. The winter months are 6-12 degrees cooler than the hot months of March and April. The pronounced rainy season is from May to October ; the dry from November to April.

Clothing of tropical weight is worn in the hot coast towns. Visitors from the coast to the capital are advised to wear ordinary clothing and bear the temporary discomfort until the higher altitudes are reached. Linen clothing is not worn in Guatemala City or the highlands. Woollen clothes are required to guard against chills. A light overcoat is needed for December and January. Raincoats should be carried for the rainy season and rubber shoes are useful.

Health : Guatemala City has a pure water supply. Elsewhere visitors should not eat raw lettuce, salads and strawberries unless sure they have been cleaned in filtered water, a precaution not usually taken at restaurants. Drinking water should always be filtered and absolutely boiled as well. It is not wise to drink water from the tap. Travellers to the smaller towns should be injected against typhoid as an extra precaution, although the disease is not endemic. There is malaria in the coastal regions.

The American Hospital at Guatemala City is excellent. The United Fruit Company has hospitals at Quiriguá (Atlantic Coast), and at Tiquisate (Pacific). Each of the 22 departments has a hospital run on the same lines as the Civil Hospital in the capital.

Information about the country can be had in Guatemala City at the National Tourist Bureau, 6a Av, 5–34, Zona 1. Clark's Tours are at 6a Av. Sur No. 11a, and at the Palace Hotel. Guatemala Tours are at 12 Calle Oriente No. 2a, and Maya Trails at 5a Av. Sur No. 20C.

Tips must be given, with 50 centavos as a maximum for ordinary services.

The **cost of living** index (1946 = 100), stood at 139.2 in July, 1956.

Currency :—The unit is the "quetzal," divided into 100 centavos, and equivalent to the U.S. dollar. There are silver coins of ¼ quetzal, 10 and 5 centavos, and copper coins of 2, 1, and ½ centavos. The paper currency is for 50 centavos, and 1, 5, 10, 20, 100, 500, and 1,000 quetzales. The United States dollar is legal tender, but silver coins are not accepted.

The quetzal, an almost extinct bird of the parrot family, is the national emblem.

Weights and Measures :—The use of the metric system is not obligatory by law. Customs statistics give imports in kilograms and exports in lb. avoirdupois. The metric ton is generally used. Yards are preferred to metres. Certain Spanish standards are current. Land is reckoned by caballerias and manzanas. Cloth is sold by the yard and vara. Coffee and sugar are weighed by quintals.

1 league = 3 miles.
1 vara = 32½ in.
1 manzana of land = 10,000 varas square.
1 caballeria of land = 64 manzanas = 45 hectares.
1 libra (Spanish) = 16 oz. Spanish.
1 arroba = 25 lb. Spanish = 25.35 lb. English.
1 quintal = 100 libras = 101.4 lb. English.
1 tonelada = 20 quintals = 18.10 cwt. English.

PUBLIC HOLIDAYS.

January 1.
January 6 : Epiphany.
Maundy Thursday.
Good Friday.
Holy Saturday.
April 14.
May 1.
June 25,29, 30.
July 4, 14.
September 15 : Independence Day.
October 12 : Discovery of America.
October 20 : Revolution, 1944.
November 1 : All Saints' Day.
December 25 : Christmas.

The independent **newspapers** published in the capital are : "El Imparcial," and "La Hora," "El Impacto," "Prense Libre" and others of less importance. The "Diario de Centro America" is an official organ. "El Guatemalteco" is the official gazette.

There are national **telegraph and telephone systems** with about 5,000 miles of wire. Messages in code or in language other than Spanish are charged extra rates. The Cable Companies are given under the towns. Air-mail from Great Britain : see page 28.

Guatemala maintains a Legation at 21 Eaton Place, London, S.W.1. The Minister is Sr. Sanchez Latour.

There is a Consul-General at 30a Collingwood Gardens, London, S.W.5., and Consular offices at Liverpool, Glasgow, and Belfast.

The **British** Legation and Consulate-General are at 11, Calle No. 3-27, P.O. Box 8, Guatemala City. The Minister is Mr. Thomas Wikeley.

There are Consular offices at Quetzaltenango. and Puerto Barrios.

The **United States** of America are represented in Guatemala by an Embassy and Consul-General at Guatemala City. **Canada** has a Trade Commissioner in Guatemala City to cover all Central America.

[This chapter has been revised abroad by Ascoli & Co. (P.H. Stormont, Suc.), Guatemala City].

HONDURAS
ROADS :------
RAILWAYS :----
BOUNDARIES:-·-·-
Miles
0 10 20 30 40 50
CARIBBEAN SEA
Bay Islands.
Roatán I.
Guanaja I.
Utila I.
Bay of Honduras
Cortes
Puerto Cortes
Omoa
Trujillo
Balfate
Río Tinto
Río Aguán
Caratasca Lagoon.
La Ceiba
Sabá
Olanchito
Yaruca
Río Patuca
Río Segovia
Cuyamel
El Paraiso
San Pedro Sula
Colpapria
Progreso
Bonaventura
Santa Rita
Yoro
Yorito
Sulaco
Minas de Oro
Cedros
Catacamas
Juticalpa
Florida
Puerto Barrios
Omoa
Gualan
Santa Cruz
Trapiche
Salamá
Comayagua
La Libertad
Talanga
San Juancito
Tegucigalpa
Zamorano
Danlí
Yuscarán
El Paraiso
Sanguicaras
San Antonio de Flores
El Espino
NICARAGUA
Candelaria
Santo Tomé
Barbaracoa
San José de Comayagua
Gracias
Jesús de Otoro
La Esperanza
La Paz
Marcala
Lepaterique
Mateo
Jocaro
Galán
San Lorenzo
Nacaome
Amapala
Ocotepeque
Gulf of Fonseca
PACIFIC OCEAN
EL SALVADOR
GUATEMALA
BRITISH HONDURAS

HONDURAS

HONDURAS (about 43,200 square miles), is bigger than all the other Central American Republics except Nicaragua, but has a smaller population than El Salvador, less than a fifth its size. It is, in many ways, a difficult land for human habitation ; much of the NE is very sparsely peopled, and even in the S, where most of its people live, the clusters of population are often separated by almost empty lands. Much of the country is mountainous : a rough plateau covered with volcanic ash and lava in the S, rising to peaks of 8,000 feet near Tegucigalpa and La Esperanza, and with some intermont basins at between 3,000 and 4,500 feet. The volcanic detritus disappears to the N, revealing saw-toothed ranges which approach the coast at an angle ; the one in the extreme NW, along the border with Guatemala, disappears under the sea and shows itself again in the Bay Islands. At most places in the N there is only a narrow shelf of lowland between the sea and the sharp upthrust of the mountains, but along two rivers—the Aguán in the NE, and the Ulúa in the NW, long fingers of marshy lowland stretch inland between the ranges. The great banana plantations with their own railways to the Caribbean ports of Tela and Puerto Cortés are in these hot and humid northern lowlands, and bananas have been a major export from Honduras during this century. The Ulúan lowland is particularly important ; it is about 25 miles wide and stretches southwards for 60 miles. From its southern limit a deep gash continues across the highland to the Gulf of Fonseca, on the Pacific. The distance between the Caribbean and the Pacific along this trough is 175 miles ; the altitude at the divide between the Río Comayagua, running into the Ulúa and the Caribbean, and the streams flowing into the Pacific, is only 3,100 feet. In this trough, where it narrows to a mere ten miles, lies COMAYAGUA, the old colonial capital. The lowlands along the Gulf of Fonseca are narrower than they are along the Caribbean ; there is no major thrust inland as along the Ulúa.

The prevailing winds are from the E, and the Caribbean coast has a large rainfall and is covered with deep tropical forest. The forest also mantles the eastern-facing slopes of the mountains, none of which rises above the forest zone. The intermont basins, the valleys, and the slopes sheltered from the prevailing winds bear oak and pine down to as low as 2,000 feet. Timber is almost the only fuel available.

There is a little coal near the capital but no oil has been found; further prospecting might disclose supplies of both. In the drier areas, as to the N and E of Tegucigalpa, there are extensive treeless savannahs.

The Spaniards, arriving in the early 16th century, found comparatively few Indians in Honduras. Pushing E from Guatemala City they came upon silver in the SE, and in 1524 founded Tegucigalpa near the mines. The yield was comparatively poor, but enough to attract a thin stream of immigrants. Settlement during the ensuing century was mostly along the trail from Guatemala City: at Santa Rosa de Copán, La Esperanza, and Comayagua. Gradually these settlements spread over the S and W. This is where the great bulk of the population live today, though they have thrust slowly into the Ulúa lowland. Maize and beans are their great subsistence crops with some sugar-cane; coffee-growing is now important and cattle are reared; this holds true also for the great rift valley running N-S. Tobacco is also grown in the Department of Copán. The old colonial silver mines were worked until 1954 near Tegucigalpa, the city which replaced Comayagua as capital in 1827. Set in a low basin (3,000 feet or so) amongst hills and mountains, Tegucigalpa enjoys the best climate and the best scenery in the country. To the N and NE of the capital, in the savannahs around Yoró and Juticalpa, cattle breeding is the main industry. E and NE of Juticalpa is waste jungle hardly explored as yet.

Some 4,500,000 acres of this undeveloped jungle in the NE is in dispute. Honduras, basing her right on an arbitration award by King Alfonso XIII of Spain in 1906, claims sovereignty as far E as the Río Segovia, and incorporated the disputed land in a new Province—Gracias a Díos—in February 1957, against the protests of Nicaragua. Nicaragua claims the land as far W as a N-S line from the mouth of the Río Tinto at Cape Camarón to the Río Patuca. In 1957 a rumour that oil had been found led to military clashes at Mocorón on the Río Segovia (or Coco), the only small town of any importance in the area.

The Spaniards and their descendants ignored the northern littoral, but it has been developed during the present century by American companies as a great banana-growing area, dependent partly upon Negro workers from the British West Indies and British Honduras. At one time the sigatoka leaf and Panamá root diseases all but wiped out these plantations. They are now recovering. Though shipments are less than half what they were in 1929, bananas are still the most important export.

Population: There are very few pure blooded Indians, and fewer (less than 1 per cent.) of pure Spanish ancestry. The largest proportion of Indian blood is found from Santa Rosa de Copán westwards to the border with Guatemala. The population is mostly mestizo, except along the northern coast, where it is predominantly Negro. The population, 1,505,465 in 1950, is now estimated at 1,607,700. Three-quarters live in the countryside; 60 per cent. or more is illiterate. Education is compulsory, but less than half the children attend school.

Communications in a mountainous country are always difficult. Both roads and railways are hard to build and to maintain. There are no railways at all where most of the people live, in the S; even the capital has the rare distinction of not being served by a railway. All the lines are in the N, and of the 830 miles in operation, 740 are

banana railways owned by the banana companies. The 90 mile Government owned Ferrocarril Nacional de Honduras, running from Puerto Cortés to San Pedro Sula and Potrerillos, is leased to the Tela Railroad Company.

The **roads** are mostly in poor condition. Passengers and freight transfer to buses and trucks at the rail head of Potrerillos and continue by the Carretera del Norte to Tegucigalpa ; this road is continued S by the partly asphalted Carretera del Sur to San Lorenzo. These and other roads are shown clearly on the map.

The **Legislature** consists of a single Chamber, the Congress, composed of 56 Deputies, elected in the ratio of one per 25,000 inhabitants, for six years. Congress assembles annually on December 5, and the sessions last for 60 days. The executive Authority rests with a President, elected also for six years, and assisted by a Cabinet. At present there is an interim government headed by a " Supreme Chief of State," assisted by nine Cabinet ministers, and advised by a Council of State composed mainly of elected deputies.

The Constitution of April 1936 (replacing that of September 1934) entails that neither marriage nor its dissolution shall affect the nationality of husband, wife, or children. Spaniards and Latin Americans must live 2 years and others 4 years in the country before naturalisation. Extradition can be refused for political offences.

There is a Supreme Court with five judges chosen directly by popular vote for four years. There are also four Appeal Courts and departmental and local judges.

The National University is at Tegucigalpa.

A **military junta** took power in Honduras by coup d'etat on October 21, 1956.

CITIES AND TOWNS.

The routes from the three Atlantic ports of Cortés, Tela and La Ceiba to Potrerillos, on which they converge, and on by road to the Capital, Tegucigalpa, will first be described. There will follow the route running S from the capital to the Pacific port of Amapala, and others to the NE, E, and W of the Capital. Tegucigalpa is the commercial centre of the Pacific littoral, San Pedro Sula of the Atlantic. The Atlantic littoral consumes some two-thirds of the country's imports.

Puerto Cortés, the United Fruit Company's port at the mouth of the Ulúa river, is 38 miles by road and rail from San Pedro Sula, 207 from Tegucigalpa, and only three days' steam from New Orleans. Over half all Honduran trade passes through it. There is a twice-daily air service to the Capital. The climate is torrid ; rainfall averages 115 inches a year. Population : 12,228.

Rail : Daily train to San Pedro Sula and Potrerillos, 60 miles.
Road : To San Pedro Sula and Potrerillos and on to the capital.
Hotel : Cosenza.
Excursions : To Tulián, along the bay, for picnics and freshwater bathing. A boat trip across the bay to Omoa to see San Fernando, the oldest fort in Honduras.

Tela, another United Fruit Company port some 30 miles to the E, can be reached from Puerto Cortés by sea, rail or plane. It is a clean, pleasantly laid out town with a good sandy beach. An earth road runs to the wooden buildings and wide streets of Tela Vieja. At Lancetilla, a few miles S by road, the United Fruit Company runs a most interesting experimental farm. Population : 16,000.

Hotels : Miramar ; La Playa.
Rail : West to Puerto Cortés ; a branch of this line runs south along the eastern bank of the Ulúa River to Progreso and Potrerillos, and E to La Ceiba. Progreso, a banana town, has steamship connections down the Ulúa river with the Caribbean. It has a golf course.

La Ceiba, the Standard Fruit Company's banana port, is 40 miles

E of Tela, from which it is reached by air, boat or railway (53 miles). The capital of Atlántida department, it lies in a green valley at the foot of Peak Bonito (5,000 ft.). The Bay Islands are usually visited from La Ceiba. Population : 20,949.

Hotels : Paris ; Royal.

The **Bay Islands** lie in an arc which curves north-eastwards away from a point some 20 miles N of La Ceiba. The three main ones are Utila, Roatán, and Guanaja. At the eastern end of Roatán are three small ones : Morat, Santa Elena, and Barbareta. Their total population, trading mostly in coconuts, bananas and plantains, with boat-building as the only and dying industry, is 8,863. About half are Negroes and Black Caribs ; the other half are fair-skinned people originally of British stock and still English-speaking. Columbus anchored here in 1502, on his fourth voyage. In the 18th century they were bases for English, French and Dutch buccaneers. They were in British hands for over a century but were finally ceded to Honduras in 1859. The Government schools teach in Spanish, and the population is bi-lingual.

UTILA (population 1,500) is only 20 miles by launch from La Ceiba. The main town is Utila, known locally as East Harbour. It is a 40-mile boat ride to the Cays, a chain of small islands off the S coast.

It is a few hours' sail to ROATÁN the largest of the islands. The capital of the department, Roatán (locally known as Coxen's Hole), is on the south-western shore. It was from here that William Walker set sail in 1860 to conquer Honduras and met his death at Trujillo. Port Royal, towards the eastern end of the island, and famous in the annals of buccaneering, is now almost deserted. Archaeologists have been busy on the islands but their findings are too confusing to make sense.

Columbus called GUANAJA, the easternmost of the group, the Island of Pines, and the tree is still abundant. The locals call the island Bonacca. Much of Bonacca town, covering a small Cay off the coast, is built on stilts above sea water : hence its jesting nick-name, the " Venice of Honduras."

Warning : Cabin steamers are best for visiting the island. The voyage by a small trading schooner, sailing irregularly and without warning, can be very uncomfortable and may take several days. The usual port of entry is Roatán. Landing is by lighter.

A roundabout railway and a direct trail run from La Ceiba to OLANCHITO, in the hills to the SE. It was founded, according to local legend, by a few stragglers who escaped from the destruction of Olancho el Viejo, between Juticalpa and Catacamas, a then wealthy town. They brought with them the crown made of hides which the Virgin still wears in the church at Olanchito.

TRUJILLO, 56 miles to the east again, is now a dead port, its great cathedral destroyed, and only 3,016 inhabitants left. It was near here that William Walker (see under Nicaragua) was shot in 1860. To the S, and E to the Río Segovia, lies a huge territory of jungled swamps and mountains inhabited only by a few Indians and timber prospectors.

San Pedro Sula, 37 miles from Puerto Cortés on the road and railway to Potrerillos, is the second largest town in Honduras. It is a centre for the banana and sugar industries, an important distributing point for northern and western Honduras, and the most highly industrialised town in the country. Population : 54,268. There is an airport just outside the town. From San Pedro Sula to Tegucigalpa is 7 hours by road, 50 minutes by air.

It was founded by Alvarado in 1536 (there is a bust of him on Avenida Morazán), but the town has no colonial buildings. The food in its hotels and restaurants is good. It has a country club (golf and tennis) and a social centre for dancing and dining in the Casino Sampedrano.

Hotels : Bolívar ; San Pedro Sula ; Colombia ; San Francisco.
Cables : Tropical Radio Co.

Excursions : The H.Q. of the United Fruit Company are at LA LIMA (4,000 inhabitants), 8 miles E by rail or road. A little to the

E, near the Ulúa river, are the Mayan ruins of Travesía, discovered in 1936. A dry weather road is open E to Progreso (see under Tela). Another runs SW along the Río Chamelecon to Canoa (from which there is a road S to Santa Barbara) and Santa Rosa de Copán. SANTA BARBARA (5,000 inhabitants) is 20 miles W of Lake Yojoa, in hot lowlands. The excellent *sombreros de junco* (Panamá hats) are made here. **Santa Rosa de Copán** 40 miles by road from San Pedro Sula, is the centre of a rich agricultural and cattle raising area. It stands at 3,400 feet, and has a population, mostly Indian, of 9,308. There is much maize and tobacco grown in the area, and straw hats are made in the town.

Hotel : Santa Rosa.

The magnificent **Mayan ruins of Copán** are 35 miles W of Santa Rosa and can be reached by a trail or, preferably, by air. (They are 140 miles by air from Tegucigalpa). When Stephens and Catherwood examined the ruins in 1839, they were engulfed in jungle. They were still in that state when Aldous Huxley (see "*Beyond the Mexique Bay*") paid a visit in 1933. Later in the thirties the Carnegie Institute cleared the ground and rebuilt the Great Stairway. Since then they have been maintained by the Government. There is a model to scale of the ruins in the National Museum at Tegucigalpa.

The Old Empire of the Mayas, which built Copán, Uaxactún, Piedras Négras, Palenque, Menché, Quiriguá, Seibal, Ixkún, Flores and Benque Viejo, arose about A.D.373. It flourished until the 8th or 9th century and then bodily removed itself to Yucatán, 250 miles to the N, where new and greater cities were built.

The cities were all meticulously dated : we know, that is, the exact interval of time between the rise of a city and the departure of its inhabitants, but we can only guess at the corresponding dates in our calendar. Mayan art is a mathematical art : each column, figure, face, animal, frieze, stairway and temple expresses a date or a time relationship. Nothing was random ; each single creation in stone was a mathematical symbol. When, for example, an ornament on the ramp of the Hieroglyphic Stairway at Copán was repeated some 15 times, it was to express that number of elapsed "leap" years. The 75 steps stand for the number of elapsed intercalary days. The Mayan calendar was a nearer approximation to sidereal time than either the Julian or the Gregorian calendars of the west ; it was only .000069 of a day out of true in a year. They used the zero centuries in advance of the Old World, plotted the movements of the sun, moon, Venus and other planets, conceived a cycle of more than 1,800 million days, achieved paper codices and glyphic writing, were skilled potters and weavers and traded over wide areas though they had not discovered the wheel and had no beasts of burden (Pacific Coast shells have been found in their sites in British Honduras). Their tools and weapons were flint and hard stone, obsidian and fire-hardened wood, and yet with these they grew lavish crops, hewed out and transported great monoliths over miles of difficult country, and carved them over with intricate glyphs and figures which would be difficult enough with modern chisels. "They moved amazing tonnages of earth and rock, terraced hillsides, truncated and levelled hilltops and built on them high pyramids and massive stone buildings." Paradoxically, one article of their faith was that the world was supported on the backs of two giant alligators.

The stelae, or 10 foot columns of stones on which the passage of time was recorded are by the side of the Río Copán, about a mile from the airport. Under each stela is a vault ; some have been excavated. The stelae are deeply incised and carved with faces and figures and animals. One is of a woman ; another has a beard. There is a wealth of carved stones. One frieze shows fantastically adorned astronomer priests in scientific conference. (The finest examples of sculpture in the round from Copán are now in the British Museum or at Boston). Ball courts were revealed during excavation, and one of them, with the stone seats of its amphitheatre, has been fully restored. The Hieroglyphic Stairway leads from the lower level to an upper, which looks over the river. The temple, approached by more steps and guarded by heraldic beasts, was on the upper level. There is a museum not far from the ruins and a small, comfortable inn for visitors.

So far as is known, the Mayan Cities were purely ceremonial centres controlled by a theocratic minority of priests and nobles in whom was vested the entire cultural

activity of the nation : ordinary people lived in primitive villages not unlike those of the contemporary Maya. The last stela (as we guess) was set up in Copán in A.D.733, after less than four centuries of civilized existence. Why did they leave for the north ? Were they defeated and driven out ? Did the climate change ? Was the land exhausted ? Was there plague ? There is no present evidence of any of these things. The latest interpretation of the conundrum is Mr. Eric Thompson's. In *The Rise and Fall of Maya Civilization* he suggests that there was a successful peasant revolt against the minority, who fled to Yucatán, leaving the people to continue their simple, primitive lives. An odd fact is that the New Empire, in Yucatán (10th to 14th century) used different modes of expression in architecture, sculpture, and chronological reckoning. Did a Mayan Einstein discover some colossal mathematical blunder too difficult to destroy and too shaming to live with ? Did they flee from their calendar ?

Potrerillos (*Hotel Alvarez*), the railhead, is 23 miles from San Pedro Sula. From Potrerillos to Tegucigalpa there is a road, the Carretera del Norte, 142 miles long and never in very good condition. The road climbs some 23 miles from the hot lowlands to LAKE YOJOA, 14 miles long and 6 miles wide, gloriously beautiful in a setting of mountains. The lake stands at 2,000 feet. To the E rise the Jicaque mountains ; to the W some lower hills, with Los Naranjos and other villages along the shores or set back towards the hills. There are no hotels or lodgings and visitors must bring their camping equipment for a stay. Pumas, bears, leopards and panthers range the forests and pine-clad hills. There is excellent duck shooting and fishing on the lake, which contains two islands. Launches plied on the lake before the road was built, for strategic reasons, by the Americans during the war. It follows the eastern margin of the lake to its southern tip at Pito Solo, a small village where sailing boats and motor boats can be hired.

Some 50 miles beyond the lake the road dips into the rich Comayagua plain : part of the gap in the mountains which stretches N from the Ulúa lowlands to the Gulf of Fonseca. In this plain lies

Comayagua, a small town with a population of 4,750. It was the capital for 300 years until Tegucigalpa, 75 miles away, took over in 1827. It was founded about 1523, and there is a number of old colonial buildings : the University, the first in Central America, founded in 1632 ; the Cathedral, finished early in the 18th century ; the churches of La Merced and La Caridad, both built in 1550 ; San Francisco (1575) ; San Sebastián (1585) ; and San Juan de Dios (1590), the church where the Inquisition sat. El Carmen was built in 1785. The most interesting building is the Cathedral, with its square plain tower and its decorated front. Inside, but somewhat difficult to see in the gloom, are the mummies of ten bishops. From the tower there is a grand view of the Comayagua valley.

The cobbled streets, the whitewashed one-storied houses, and the inhabitants themselves—of less mixed blood than usual—have a curious other-worldly air. It seems paradoxical that these sedate, puritanical people who lost their status of capital because they would not tolerate the Governor's mistress, manufacture the firecrackers which rejoice the people of Honduras on fiesta nights.

Hotels : Comayagua y Jerusalém ; Honduras.

Excursions : Half way back to Lake Yojoa by the way we have come a branch road leads W to SIGUATEPEQUE, near Siguatepeque mountain—a little town with a cool climate (*Hotels Honduras* ; *Comercio*). The road runs on S through Jesús de Otoro to LA ESPERANZA, the capital of Intibucá Department, at 4,870 feet. The town is inhabited mostly by Indians hand weaving blankets and cloth from the wool of the sheep they tend in the hills. Two roads run from La Esperanza : one

NW through Gracias to Santa Rosa de Copán ; and one E to MARCALA, Department of La Paz. The Marcala region is one of the finest coffee producing areas of Honduras, and this road, built in 1951, now gives it access to the markets.

An earth road runs S of Comayagua to LA PAZ, capital of the Department in the western part of the Comayagua valley. There are some mines at La Paz. Population : 3,518. The road from Comayagua to La Paz may be continued *via* Jocoaitique to San Miguel (Salvador) as a new route for the Inter-American Highway through Tegucigalpa.

About half way from Comayagua to Tegucigalpa we cross the Continental Divide at 3,100 feet : the rivers we have passed flow to the Atlantic ; the rivers we shall meet from now on flow into the Pacific.

Tegucigalpa the capital, a city of 99,948 inhabitants, stands in an intermont basin at an altitude of 3,200 feet. No railway serves it. Its only communications are by road and air : 62 miles by air from Amapala, on the Pacific Gulf of Fonseca, 125 miles from Puerto Cortés on the Atlantic. On three sides it is surrounded by sharp, high peaks. It is an amalgam of two towns : the almost flat Comayagüela, and the hilly Tegucigalpa, built at the foot and up the slopes of Mount El Picacho. A steeply banked river, the Choluteca, runs between the two towns, now united administratively as the Distrito Central. Three bridges cross the river : the old Colonial bridge of Mallol, and the modern bridges of Carías and Juan Ramón Molina. Tegucigalpa has not been subjected to any disaster by fire or earthquake and remains much as it always has been, apart from recent adaptations of road surface to motor-traffic. Many of the stuccoed houses, with a single heavily barred entrance leading to a central patio, are attractively coloured. Differences of levels are sometimes spanned by picturesque stepped streets.

Its altitude gives it a reliable climate : temperate during the rainy season from May to November, torrid, with cool nights, during other months. The average maximum temperature is about 75°F.

The Carretera del Sur (Southern Highway), which brings in passengers from the S and from Toncontín Airport, 4 kilometres outside the town, runs through Comayagüela into Tegucigalpa. It goes past the huge Obelisk set up to commemorate a hundred years of Central American Independence ; the ancient Town Hall of Comayagüela (on the left) and, near the river, the School of Arts and Crafts, with a decorated Mayan corridor and a collection of contemporary paintings and crafts.

We cross the river by the Puente Mallol. Immediately on the left is the Presidential Palace, a massive structure with a beautiful interior courtyard. The barracks housing the President's guard of honour is at the back of it. If we go by Calle Bolívar we pass through the area in which are the Congress House and the University, founded in 1847. Calle Bolívar leads to the main square, Plaza Morazán, with a statue to General Francisco Morazán. (For an account of Morazán, see the introduction to Central America). The southern side of the square takes us by the City Hall, the eastern by the domed and double towered Cathedral built in the late 18th century. (See the altar and the cloisters and, in Holy Week, the magnificent ceremony of the Descent from the Cross).

Avenida Paz Barahona, which runs through the northern side of

the square, is a key avenue containing most of the best shops. On it, on the N side of the square, is the National Museum. Here is a most interesting model to scale of the ruins of Copán which might well be studied before paying them a visit, besides a display of the fauna (both stuffed and alive in a small zoo at the entrance) and the flora of the country. A short distance E of the Plaza, along Av. Paz Barahona, is the American Embassy. Two blocks further along Av. Paz Barahona is, left, the rebuilt church of San Francisco, with its clangorous bells, and, right, (on Av. Cervantes), the Palace of Justice.

If, from Plaza Morazán, we go along Av. Paz Barahona westwards towards the river, by turning right along Calle 4a we come to the market of Dolores opposite the 18th century church of Virgen de los Dolores : the streets around the market are a babel of country folk—one of the more interesting sights of Tegucigalpa. Back on Av. Paz Barahona and further W we come on the Ministerial Palace, the Post Office (stamps of all issues on sale), the National Theatre and, across the square, the beautiful old church of El Calvario. If we cross the bridge of Carías (quite near the theatre) we can visit Comayagüela's market of San Isidro.

One is always conscious, at Tegucigalpa, of the summit of El Picacho looming up to the N. A good way to it from Plaza Morazán is up Calle 7a and the Calle de la Leona to Paseo Leona, where there is a handsome small park with a railed walk overlooking the city. Up again is the Hospital Viera ; higher still is the reservoir in a park from which the city draws its water.

Clubs : Country Club (golf, tennis, swimming) ; Casino Hondureño ; Tegucigalpa Golf Club ; Rotary ; Lions.

Hotels : Prado, Av. Cervantes, U.S.$12 a day ; Lincoln, Av. Paz Barahona, U.S.$11 ; Boston, Av. Jerez, U.S.$6 ; Macarthur, Calle Teatro Palace, U.S.$6 ; Marichal, Av. Colón, U.S.$5-7 ; Duncan, Av. Colón, U.S.$5 ; Las Americas, U.S.$4. All prices with meals.

Electric Current : 220 volts, 60 cycles A.C. in hotels. Transformers to 110 volts on request. Other cities have 110 volts also.

Restaurants : El Chico Club ; Duncan Mayan ; McArthur ; El Papagayo ; The Grill ; Bel Air.

Cables : Tropical Radio, Calle de Comercio ; All America Cables & Radio, Inc., through National Telegraph office, Avenida Colón.

Fair at Comayagüela : December 7 to 14.

Short Excursion : Five miles NE to the church at Suyapa, which attracts pilgrims to its miniscule wooden figure of the Virgin, a tiny being less than three inches in height set into the altar. Longer excursions are given below.

From Tegucigalpa to the Pacific.

A road, 81 miles long, runs from the Capital S to San Lorenzo, on the Gulf of Fonseca. Only 14 miles are paved ; until fully paved it will continue to be dangerous when wet except at low speed. Continuous rock slides add to the difficulties. Some 9 miles before reaching San Lorenzo, this road—the Carretera del Sur—joins the Inter-American Highway at JÍCARO GALÁN.

The Inter-American Highway—gravel, and passable the year round—enters Honduras from El Salvador over the Santa Clara bridge at Goascarán and runs through Nacaome to Jícaro Galán (25 miles). The two roads have a common bed as far as **San Lorenzo,** on the shores of the Gulf of Fonseca. Population : 2,701. The climate on the Pacific littoral is very hot, but healthy. There is excellent duck shooting along the coast.

Hotel : Marina.

The only Pacific port with a good anchorage is **Amapala,** on Tigre Island. Launches ply the 20 miles between San Lorenzo and Amapala (2 hours). Vessels lie off shore at Amapala and small boats land passengers. There is no hotel. Coastal vessels call irregularly. Grace line steamers from San Francisco to Puntarenas (Costa Rica) and other W coast ports call. There is an airport at Amapala, and a plane for the Capital (35 minutes) can always be chartered. The deep sea fishing in the Gulf is good. The town has a passable bathing beach. Population : 2,934.

The Inter-American Highway runs SE from Jícaro Galán through Choluteca to the Nicaraguan border at El Espino, on the Río Negro, 68 miles. **Choluteca,** 20 miles from San Lorenzo in the plain of Choluteca, has a population of 5,275. Coffee and cattle are the local industries. The town was one of the earliest foundations in Honduras. The climate is very hot.

Beyond Choluteca is a long climb to San Marcos de Colón, 4,500 feet in the hills, with beautiful views of the Bay of Fonseca. A few miles beyond San Marcos the road enters Nicaragua. The Inter-American Highway, from the border of El Salvador to the border with Nicaragua, is 93 miles long.

East of Tegucigalpa :

A good road runs E from the Capital to Danlí, about 47 miles away, in the department of El Paraiso : good hunting country. Some 25 miles along this road, in the Zamorano valley, is the Pan-American Agricultural School run for Latin American students by the United Fruit Company. A little further on a road branches S to **Yuscarán,** in rolling pine clad country at 3,500 feet. The climate here is semi-tropical. Yuscarán was an important mining centre in colonial days. The disused Agua Fria mines are 6 miles to the SE by a steep, narrow, twisting and very picturesque road. Cereals, fruit and coffee are to-day the mainstay of the 1,238 people in the town.

Tobacco and sugar-cane besides are grown by the 3,209 inhabitants of **Danlí,** who use the sugar for making aguardiente. A road now goes S to El Paraíso (77 miles from the capital) not far from the Nicaraguan frontier.

North-east of Tegucigalpa :

The Carretera de Olancho (Olancho road), runs from the capital to the Río Guayape, 89 miles, and continues, in a very rough state, another 30 miles to **Juticalpa,** at 2,700 feet above sea-level in a rich agricultural area herding cattle and growing cereals and sugar-cane. There is some gold washing in the Guayape and Guayambre rivers in the area. There are mule trails N to Olanchito and NE through the cattle land of Catacamas to the coast at Cabo Camarón. Population : 3,836. Airfield.

Another hilly and somewhat difficult road runs NE from the Capital to San Juancito, about 20 miles. The silver mines here of the New York and Honduras Mining Co., have now been abandoned. It takes over 2 hours by car to do the short distance. A highly picturesque mountain mule trail was kept open by the management. Population 1,000.

ECONOMY.

Some 83 per cent. of the economically active population is engaged in agriculture.

The two great staple crops are maize and red kidney beans (frijoles). Honduras also grows a little more rice than she needs in the Ulúa lowlands, but imports much sugar. The main exports are bananas, coffee, timber, silver and cattle. These account for about 90 per cent. by value of the total exports.

Bananas, grown on the northern coastlands, account for about 60 per cent. of the exports though these have been reduced by disease to half what they were in 1929. Two American firms, United Fruit (operating through its subsidiary, the Tela Railroad Company), and Standard Fruit Company, control the industry. The first has its H.Q. at La Lima ; the second at La Ceiba. Both run their own railways and shipping lines. Cultivation is on the most modern lines ; 85 per cent. of the exports go to the U.S. The workers are mainly Negro.

Coffee accounts for about 20 per cent. of the exports. Fincas, mostly in the hands of small growers, are mainly in the south-western area (Santa Barbara, Copán, Gracias) and at Choluteca, in the S. Main exports are to the U.S.

Forty-four per cent. of Honduras is forested. **Timber** export is 11.5 per cent. of the total. Pine (94 per cent.), cedar and mahogany are the main shipments. Pine is found everywhere in the interior, mahogany and other hardwoods in the NE. Exports grow as roads open out the country, but indiscriminate burning by farmers for land clearing and the country's total dependency on wood as fuel is depleting supplies.

There are other small agricultural exports : of coconuts, grown mostly in the Bay Islands and on the Atlantic coast, though these are declining because coconuts are used locally to make vegetable fats and oils ; of tobacco, the great source of wealth in the Department of Copán ; most of it is consumed locally in cigarettes, but some is exported as leaf or as cigars. Abacá fibre, produced by the Tela Railroad Company, is exported. The Company also grows African palm. There are small exports of rice and of beans. About 2,500 m. tons of cotton is grown.

About 37,800 head of **cattle** are exported each year on the hoof to El Salvador, Guatemala and Mexico. There are cattle in all parts of the country but the most important districts are the savannahs around Juticalpa, Yoró (N of Tegucigalpa), Paraíso, E of the capital, and Choluteca, near the Gulf of Fonseca. About 51,000 pigs are exported.

Mining : silver, gold, and, to a much smaller extent, lead, zinc and antimony are the minerals mined, though there are others. Mining is in the hands of American companies ; the largest producer is the New York and Honduras Rosario Mining Company, at Mochito. The Company's principal production is silver which is exported to the U.S. Silver is about 7 per cent. of the total exports.

Manufactures : Honduras is almost wholly an agricultural country, and manufacturing industries are few and confined to goods suitable to the low standard of life. These goods, heavily protected by tariffs, include beer, soft drinks, cigarettes, matches, laundry soap, lard, butter, cotton drills and yarns, and candles. The cotton mill is at Tegucigalpa.

Exports, with values in millions of Lempiras, are as follows :

	1952-53		1953-54	
		Value		Value
Bananas, stems	12,070,760	56.4	12,043,711	79.6
Coffee, m. tons	12,289	25.5	9,535	25.5
Timber, cu. metres	133,029	7.2	109,741	6.0
Silver, oz. troy	4,325,836	7.6	5,807,028	10.1
Gold, „ „	36,455	2.6	49,516	3.5
Tobacco leaf, m. tons ..	1,664	0.9	1,707	1.1
Cigars, units	95,000,000	0.4	111,155,000	0.5
Coconuts, number	5,573,786	0.5	5,063,956	0.4

Later statistics are not available. Banana exports in 1955 fell to only 7.8 million stems.

Industry is hampered by an acute shortage of electric power and by poor roads. Installed capacity is only 20,000 kW.

FOREIGN TRADE.

	Exports	Imports
Financial year ending June, 1952 ..	68,932,000	109,178,615
„ „ „ June, 1953 ..	108,675,747	114,936,622
„ „ „ June, 1954 ..	133,753,294	98,466,668

Trade balances are more unfavourable than they seem because a large percentage of the exports consists of products such as bananas, silver and gold, which are produced almost entirely by concerns of U.S. ownership, but the balance of payments is usually favourable owing mainly to the remittances of fruit companies into the country to cover their costs of operation.

In 1953-54, the U.S.A. supplied 69.3 per cent. of the imports and took 77.0 per cent. of the exports.

PUBLIC DEBT.

Internal Debt, August 31, 1956.—L.17,784,000 ; **External Debt.**—nil.

INFORMATION FOR VISITORS.

How to get there : There are no direct regular sailings from the United Kingdom to Honduras. The quickest route from Europe is *via* New York and thence by Pan American Airways to Tegucigalpa. The Atlantic coast of Honduras can be reached from New York and New Orleans by steamers of the United Fruit Company, calling at the ports of Tela and Puerto Cortes. The Standard Fruit Company has a service from the same ports to La Ceiba. The Grace Line runs irregularly from San Francisco and Los Angeles to Amapala, on the Pacific coast.

The best way to reach Tegucigalpa from abroad is by air from the United States or from neighbouring countries. Pan American World Airways (P.A.A.) and Transportes Aereos Centro-Americanos (T.A.C.A. International) have frequent international services N and S through Tegucigalpa : the capital is connected with all the main towns in Honduras by S.A.H.S.A. (Servicio Aereo de Honduras, S.A.), an affiliate of P.A.A., and A.N.H.S.A. (Aerolineas Nacionales de Honduras, S.A.).

S.A.H.S.A. and T.A.C.A. fly twice a week between Tegucigalpa and Belize. T.A.N. Airlines (Transportes Aereos Nacionales, S.A.) has a bi-weekly service in each direction between Miami and Lima (Peru) *via* Tegucigalpa and between Miami and San Salvador *via* San Pedro Sula. This latter service touches at Havana (Cuba) once a week in each direction.

There are altogether 76 air strips in the larger and smaller towns. There is an airport at Amapala, on Tigre Island, and a plane can always be chartered for a flight to the Capital (35 minutes).

Documents : Besides a passport and visa, visitors must have a

vaccination certificate issued within the previous 12 months. Exit visas must be obtained from the Ministry of Foreign Affairs before leaving Honduras. No charge is made, but visitors are advised to get their exit visa the day before they leave. A tourist card is all that is necessary for visitors from the United States. The entry visa is liable to a charge equal to U.S.$1.

British Business men and commercial travellers visiting Honduras are strongly advised to get a copy of "Hints to Business Men Visiting the Central American Republics," free on application to the Commercial Relations & Exports Department, Board of Trade, Horse Guards Avenue, Whitehall, S.W.1.

Hours of Business : Monday to Friday : 8—noon ; 1.30 or 2 p.m.—5. Saturday : 8—noon, and some open in the afternoon.

Hotels : There are few good hotels in Honduras. Terms run from $10.00-12.00 per day with meals at the best, and $4.50-7.00 a day at the poorer ones. Little entertaining can be done. There are no good restaurants, save at Tegucigalpa and San Pedro Sula, where entertaining is possible. There are small clubs in most towns but no meals are served.

Cost of Living : Rents are high, up to U.S.$150 a month for a decent house in Tegucigalpa and more for a furnished one. In southern Honduras it takes an income of £1,000 to maintain a standard possible in the U.K. on £400. Domestic servants are paid from 10 to 20 dollars a month in the S. The electric bill can be kept down to U.S.$20 a month. Women are not encouraged to take posts in the country without full enquiry. In Tegucigalpa and San Pedro Sula there are schools run on United States lines, with U.S. staff.

Taking 1945 as 100, the cost of living index in September, 1956, stood at 133.5.

Climate : Temperature is a matter of altitude. It is hot and damp in the coastal regions but not unpleasant at Tegucigalpa and other districts of the same altitude (about 3,200 ft.). Rain is frequent on the Atlantic littoral during the whole year, the heaviest occurring from September to February inclusive. In Tegucigalpa the dry season is normally from December to mid-May inclusive. The coolest months are December and January but if a traveller visits the Atlantic littoral he should avoid these months since the heavy rains sometimes greatly impede travel ; the best months for this area are April and May, though very hot.

Clothes : Tropical or light-weight woollen clothing should be worn according to altitude.

Health : Dysentery, stomach parasites, and malaria are endemic but mosquito nets are not general. Drinking water must be boiled and filtered. Lettuce and other raw vegetables must be sterilized under personal supervision. There are hospitals at Tegucigalpa, Tela, La Ceiba, Puerto Cortes, La Lima and Puerto Castilla.

The **language** is Spanish, although English is extensively spoken in Northern Honduras and most commercial houses of standing can understand English.

The unit of **currency** is the Lempira, named after an Indian chief. It is divided into 100 centavos and its par value, legally fixed in 1931, is half the United States dollar. There are silver coins of 100, 50,

and 20 centavos, and nickel of 10 and 5 centavos. Bank notes are for 1, 5, 10, 20 and 100 lempiras.

The metric system of **weights and measures** is offically adopted, but English pounds and yards are generally used in commerce. The ton is always the short ton of 2,000 pounds and not the British ton of 2,240 pounds. In invoices gross weights should be given in both pounds avoirdupois and kilogrammes.

Land is measured in varas and manzanas ; the latter is equivalent to 100 square varas.

Sea-Mails for the capital are brought from Puerto Cortés daily by motor lorries. Mails from the south leave Tegucigalpa three times a week, reaching Amapala in a few hours.

Letter post from London to Tegucigalpa, *via* New York and New Orleans, takes 28 to 42 days. Parcels from the United States for Tegucigalpa arrive *via* Puerto Cortes. Postage from Great Britain, 4d. for the first ounce, 2½d. for each ounce after.

Air Mail to U.S.A. leaves almost daily, and takes 2½ days to New York, 4-5 days to Europe. Internal air mail fee, 11 lempira centavos per 10 grams. Air mail from U.K. *via* U.S.A. : see page 28.

Telegrams are 10 cents gold for five words, address and signature free, for any part of the Republic, or of Central America ; extra words, 2 cents each. Telephones are installed in most of the main towns. There is telephonic communication with El Salvador at certain hours of the day. For service *via* All America Cables & Radio, Inc., to all parts of the world, messages should be marked " via All America " and handed in at any Government telegraph office.

The Tropical Radio Telegraph Company provides international radio telephone and radio telegraph services from their stations at Puerto Cortés, Tela, La Ceiba, Puerto Castilla, and other interior points.

Telephone service between Great Britain and Honduras is available between 3 p.m. and 2 a.m. (G.M.T.) daily. The minimum fee for a 3-minute call is £3. 15s. on weekdays and £3 on Sundays.

The principal **newspapers** at Tegucigalpa are : " La Epoca," " El Dia," " El Pueblo," " El Cronista " and " Prensa Libre." " La Gaceta " is the official gazette.

Most of the feast days of the Roman Catholic religion are observed as **public holidays**, and also :

January 1 : New Year's Day.
March 15.
Easter : 3 days.
April 14.
July 14 : Fall of the Bastille.
September 15 : Independence Day.
October 3 : Francisco Morazán.
October 12 : Discovery of America.
December 24-25, 31.

Honduras maintains an Embassy in London at 32 Egerton Gardens, S.W.3. The Consulate is at 15 Union Court, Old Broad Street, E.C.2. There are Consular offices at Liverpool, Manchester, Birmingham and Glasgow. The Ambassador is Sr. A. L. Rodezno.

Great Britain has an Embassy at Tegucigalpa, and there are Consular offices at Tela, San Pedro Sula and Trujillo. The Ambassador is Mr. G. H. S. Jackson.

The **United States of America** are represented in Honduras by an Embassy and Vice-Consuls at Tegucigalpa, a Consul in San Pedro Sula, Vice-Consuls at Ceiba, Tela, and Puerto Cortés.

NICARAGUA

NICARAGUA (57,145 square miles), the largest of the Central American republics, has 300 miles of coast on the Caribbean and 200 on the Pacific. Costa Rica is to the S, Honduras to the N. Only 3 per cent. of the whole country, out of a possible 28 per cent. is in economic use, and population density is low : 18.4 persons to the square mile, as compared with El Salvador's 225. Nine-tenths of its people live in the west. An odd feature for a country so sketchily industrialised is that 40 per cent. of its people live in town, though 'urban' has a somewhat different connotation in Nicaragua from elsewhere, for the city worker is often a seasonal crop picker. One in ten live in the capital, Managua.

There are three well-marked regions : (1) a large triangular-shaped central mountain land whose apex rests almost on the southern border with Costa Rica ; the prevailing mositure-laden NE winds drench its eastern slopes, which are deeply forested with oak and pine on the drier and cooler heights. (2) A wide belt of eastern lowland through which a number of rivers flow from the mountains into the Atlantic. (3) The belt of lowland which runs from the Gulf of Fonseca, on the Pacific, diagonally across the isthmus, through two great lakes, to the Caribbean : the proposed route of a Canal which was finally built in Panamá. All the large towns and nine-tenths of the people are in the western parts of this lowland. Out of it, to the E, rise the lava cliffs of the mountains to a height of from 5,000 to 7,000 feet. Peninsulas of high land jut out here and there into the lowland, which is from 40 to 50 miles wide along the Pacific.

In this diagonal plain are two large sheets of water. The Capital, Managua, is on the shores of Lake Managua, 32 miles long, 10 to 16 wide, and 127 feet above sea-level. The river Tipitapa drains it into Lake Nicaragua, 92 miles long and about 34 miles at its widest ; it is 106 feet above the sea. Granada is on its shores. It is navigable, and launches ply on the Río San Juan, which drains it into the Caribbean.

There has been great volcanic activity in the north-western end of the lowland, from Lake Nicaragua to the Gulf of Fonseca. Three volcano cones rise to 5,000 feet or so in Lake Nicaragua itself, and one, the famous Momotombo, on the northern shore of Lake Managua. From Momotombo north-westwards to the truncated cone of Consequina, overlooking the Gulf of Fonseca, there is a row of over 20 volcanoes, some of them active. Their ash makes a rich soil for crops.

The wet, warm winds of the Caribbean pour heavy rain on the basin of the San Juan river, which is forested as far as Lake Nicaragua. But rains are moderate in the rest of the lowlands running NW to the Gulf of Fonseca.

A finger of narrow highland stretches N along the Pacific coast from Costa Rica through the lowlands ; with one interruption at Rivas, it reaches as far as Managua.

Settlement : The Spanish conquistadores reached the lowland from Panamá as early as 1519. On the south-western shores of Lake Nicaragua they found a comparatively dense population of peaceful Indians, who lavished gold ornaments on them. Five years later another expedition founded colonies at Granada and León, but the gold soon ceased to flow and most of the Spaniards moved elsewhere. In 1570, both colonies were put under the jurisdiction of Guatemala. The local administrative centre was not rich Granada, with its profitable crops of sugar, cacao, and indigo, but impoverished León, then barely able to subsist on its crops of maize, beans, rice, and bananas. This reversal of the Spanish policy of choosing the most successful settlement as administrative centre was due to the ease with which León could be reached from the Pacific. In 1858 Managua was chosen as a new capital.

Most of the people of Nicaragua live and work between the Pacific and the western shores of Lake Nicaragua, the south-western shore of Lake Managua, and the south-western sides of the row of volcanoes. It is only of late years that colonists have taken to coffee-growing and cattle-rearing in the highlands at Matagalpa and Jinotega. Elsewhere the highlands, save for an occasional mining camp, are empty.

The densely forested eastern lowlands fronting the Caribbean were neglected, partly because of the heavy rainfall, partly on account of their unhealthiness, until the British settled several colonies of Jamaican Negroes in the 18th Century at Bluefields and San Juan del Norte (Greytown). But early this century the United Fruit Company of America opened banana plantations inland from Puerto Cabezas ; other companies followed suit along the coast. They were worked by Negroes from Jamaica. But the bananas were later attacked by Panamá disease and exports to-day are small. Along the Misquito coast there are still communities in which Negroes or natives of mixed Negro and Indian blood, predominate.

Ports and Communications : The main Pacific ports are Corinto, San Juan del Sur, and Puerto Somoza. The two most used Atlantic ports are Puerto Cabezas and Bluefields. These are described in the text. The **roads** have been greatly extended and improved. One, the Inter-American Highway from the Honduras border to the borders of Costa Rica (229 miles), is particularly important. There are now 259 miles of metalled roads, 222 miles of good all-weather roads, and 180 miles of road usable in the dry season only. They are detailed in the text. There is only one **railway,** the Ferrocarril del Pacifico, 257 miles long, single track, and with a gauge of 42 inches. (The map makes its course clear). Journeys were both slow and uncomfortable, but a diesel service has now halved the time taken and greatly increased the comfort. The **air-services** are given in

CARIBBEAN SEA
NICARAGUA
HONDURAS
COSTA RICA
PACIFIC OCEAN
Pto. Cabezas
R. Prinzapolca
R. Grande
Bluefields
R. Escondido
La Libertad
Rama
San Juan del Norte
El Castillo Viejo
S. Carlos
S. Juan del Sur
Peñas Blancas
Acoyapa
Juigalpa
Boaco
Managua
Tipitapa
Granada
Zapatera I.
Ometepe I.
Solentiname I.
Masaya
S. Jorge
Rivas
Nicaragua L.
Managua L.
Momotombo V.
Managua
Diriamba
Masachapa
Nandaime
Ocotal
Somoto
Condega
Jinotega
Matagalpa
Darío
Sébaco
Esteli
El Sauce
Chichigalpa
León
Corinto
Chinandega
Momotombo
Puerto Morazan
Gulf of Fonseca
Coseguina
Ponelova
Pegonal
Miles
ROADS
RAILWAYS
BOUNDARIES

" Information for Visitors."

The People : The 1950 census gave the population as 1,053,189. The estimate for 1956 was 1,298,755. In 1950 some 66 per cent. over the age of six were illiterate. Thirty-eight per cent. of the population are urban. Besides the Mestizo intermixtures of Spanish and Indian blood (77 per cent.), there are pure Negroes (9 per cent.), pure Indians (4 per cent.), and mixtures of the two (mostly along the Atlantic coast). A small proportion is of pure Spanish and European blood.

The general mortality rate is 9.23 per 1,000. Infant mortality is 74.6 per 1,000.

The housing of the poorer people is now improving rapidly. There are 36 hospitals with 2,569 hospital beds. Education at the University of León, with 948 students, is of the highest. A decree providing for State pensions and medical and other benefits is in force.

Administration : The republic is divided into 16 departments and one Comarca, each under a civil Governor who supervises finance, instruction, and other matters.

The judicial power is vested in a Supreme Court of Justice at Managua, 5 Chambers of Second instance (León, Masaya, Granada, Matagalpa, and Bluefields), and 153 judges of lower tribunals.

The National Defence is under the supervision of the National Guard, represented in each locality by the respective Military Commandant.

Roman Catholicism is the prevailing religion, but there are Episcopal, Baptist, Methodist and other Protestant churches. There is an archbishop, with his seat at Managua, and bishoprics at Matagalpa, León, Granada and Bluefields.

The **Constitution** of November 6, 1950, provides for a Congress of two houses, consisting of 42 Deputies and 16 Senators elected every six years. The executive power is vested in a President, who is elected for six years.

President :

Coronel Luis A. Somoza D.

Government	Dr. Modesto Salmerón.
Foreign Affairs	Dr. Oscar Sevilla Sacasa.
Finance	Dr. Rafael A. Huezo.

There are eight other ministries.

History : For Nicaragua's early history, see the introductory chapter to Central America.

The famous (or infamous) filibustering expedition of William Walker is often referred to in the text. William Walker (1824-1860) was born in Nashville, U.S.A., graduated at the University in 1838, studied medicine at Edinburgh and Heidelburg, was granted his M.D. in 1843, and then studied law and was called to the bar. On October 5, 1853, he sailed with a filibustering force to conquer Mexican territory, declared Lower California and Sonora an independent republic and was then driven out. In May, 1855, with 56 followers armed with a new type of rifle, he sailed for Nicaragua, where a belligerent faction had invited him to come to its aid. In October he seized a steamer on Lake Nicaragua belonging to the Accessory Transit Company, an American corporation controlled by Cornelius Vanderbilt engaged in carrying passengers and freight across the Isthmus. He was then able to surprise and capture Granada and make himself master of Nicaragua. Rivas was made President, with Walker in real control as Commander of the Forces. Two officials decided to use him to get control of the Transit Company, advanced him funds and brought him recruits, free of charge, from the U.S. The Company was seized and handed over to his friends. A new Government was formed in June, 1854, with Walker as President, and on September 22, from alleged economic necessity and to gain support from the slave states in America, he suspended the Nicaraguan laws against slavery. The government was formally recognised by the U.S. in 1856. A coalition of Central American states, backed by Cornelius Vanderbilt, fought against him, but he was able to hold his own until May 1, 1857, when he surrendered to the U.S. Navy to avoid capture. In November, 1857, he sailed from Mobile with another expedition, but soon after landing at Puntarenas, Costa Rica, he was arrested by a naval commander and returned to the U.S. In 1860 he sailed again from Mobile and landed in Honduras. There he was taken prisoner by Captain Salmon, of the British Navy, and handed over to the Honduran authorities, who tried and executed him on September 12, 1860. Walker's own book, " *The War in*

Nicaragua," is a fascinating document.

Since 1936, with brief intervals, Nicaraguan affairs were dominated by General Anastasio Somoza until he was assassinated in 1956.

CITIES AND TOWNS.

Managua, the nation's capital and commercial centre since 1858, is on the southern shores of Lake Managua, at an altitude of 180 feet. It is 28 miles from the Pacific, but 87 miles from its port, Corinto, though a new port, Puerto Somoza, built by the late President, is only 30 miles away. Managua was destroyed by earthquake in March, 1931, and part of it swept by fire five years later, but has been completely rebuilt as an up-to-date capital and commercial city. Many pleasant ultra-modern buildings of reinforced concrete structure and arrangement ideally suited to a tropical climate have been put up, and many more are being built. Large park-like residential areas have been developed with modern style housing estates. Population : 151,050.

The central Avenida Roosevelt runs north-south from Lake Managua into the hills : Calle Central intersects it at right angles. The railway line runs between the city and Lake Managua. Most of the great parks and buildings are towards the N end of Avenida Roosevelt. Nearest the lake is Parque Darío, with balustraded walks overlooking the sheet of water. Club Managua and a monument to the poet, Rubén Darío, faces the park. In the next block S is beautiful Parque Central, with trees, walks, fountains, statuary and a Temple of Music. Opposite the park is the new Cathedral, a huge building not yet finished. Along 6a Calle Norte, W of Parque Central, is the columned Palace of the Distrito Nacional. At the intersection of Avenida Roosevelt and 5a Calle Norte is the Capitol, or National Palace (quite near the Cathedral). A short distance from the National Palace is the modern, air-conditioned Salazar Theatre, and the Gonzalez and Margot cinemas. The Public Market is W on Calle Central. In the south western part of the City is a very interesting old cemetery.

The Stadium, which holds 50,000 spectators, is in the Campo de Marte, SE of the intersection of Av. Roosevelt and 5a Calle Sud. Near it is a splendid equestrian statue of President Somoza, which is floodlit by night. The National Museum is quite near the Stadium.

Towards the S, on Roosevelt Avenue, is the Roosevelt Museum, and further S is the modern Military Clubhouse and Monumental Tribune. Up a long slope, on Tiscapa Hill, in the southern outskirts, is the white and yellow, Moorish-looking Palace of the President with a grand view of the city. To the E of the Palace and beyond it is Tiscapa Lake, in an old volcano crater. A 6-mile drive down Av. Roosevelt—this is the Inter-American Highway—through the residential section of Las Piedrecitas takes us past the U S. Minister's residence to Asososca Lagoon, another small lake (the city's reservoir) in the wooded crater of an old volcano. Piedrecitas Park is to one side of the lagoon : there is a beautiful 2-mile ride, playgrounds for children, a cafe, and splendid views of three lakes—Asososca, Managua, and Jiloa—and of smoking Momotombo. Beyond again is little Nejapa Lagoon (medicinal waters), and near it the splendid Nejapa Country Club. The Inter-American Highway to

Costa Rica passes through Casa Colorada (hotel), at 2,950 feet, with commanding views of both the Pacific and of Lake Managua and a delightful climate. On the Pacific coast is the popular bathing beach of Masachapa, a 2-hour picturesque drive over the Sierra from Managua.

Boats can be hired on the shores of Lake Managua (there are no regular services) for visiting the still smoking Momotombo and the shore villages. At its foot lies León Viejo (Old Léon), destroyed in 1609. It was in the Cathedral here that Pedrarias and his wife were buried. Near the large volcano is Momotombito (little Momotombo). A fine drive skirts the shores of the lake.

Coffee and cotton are the great crops of the country around.

Fiesta : Santo Domingo is the patron saint of Nicaragua. His festival is held at El Malecon from August 1 to 10 : church ceremonies, horse racing, bull fights, cock fights, a lively carnival ; proceeds to the General Hospital.

Independence Day is September 15.

Xielotlan Race-Track, near the lake ; weekly races.

Hotels : Gran ; Lido ; Estrella ; Panamericano ; Majestic (at Diriamba, q.v.). Junta de Turismo de Nicaragua (Nicaraguan Tourist Bureau), is at the Gran Hotel.

Restaurants : Bonbonniere ; La Colmena ; El Patio ; Gambrinas ; Salon Vargas ; Guadalajara.

Clubs : Terraza ; International ; Managua ; Francais ; Nejapa Country Club.

Shopping : Av. Roosevelt and Calle Central. Filigree gold work is a speciality.

Buses : 30 centavos per passenger in the city ; taxi time rates : C$1 and 2 per trip.

Cables : All America Cables & Radio, Inc., Avenida Central, Norte Tropical Radio Telegraph Co., Avenida Central and 1 A Calle Sur. Radio Nacional.

Banks : Bank of London and South America Ltd., Banco Caley, Dagnall S.A. ; Banco Nacional de Nicaragua ; Banco de America ; Banco Nicaraguense ; J. R. E. Tefel & Co.

Rail : Pacific Railway to port of Corinto *via* León (branch to El Sauce) and Chinandega ; to Granada, Masaya, Masatepe, San Marcos, Diriamba, Jinotepe.

Roads to León and Chinandega ; to Masaya and Granada ; Inter-American Highway N to Honduras and E to Costa Rica.

Inter-American Highway from Managua to Honduras : There are comfortable bus services over 50 miles of paving and then over hard gravel to Somoto, 7 miles from the Honduras border, and along the branch roads to Matagalpa and Jinotega and Ocotal. Two rivers in the N must be forded during the rainy season and this may cause a delay of some hours. It is 139 miles from Managua to the Border.

The first stretch of 14 miles to Tipitapa is along the southern edge of Lake Managua. **Tipitapa,** on the SE shore of the Lake, is a tourist resort with hot sulphur baths, an hotel, a casino, a colourful market, and a Fiesta of Señor de Esquipulas on January 13-16.

Hotel : Baños Termales.

From San Benito, near Tipitapa, the Atlantic Highway runs E through JUIGALPA (3,989 people ; 68 miles from Managua) and LA LIBERTAD, a goldmining town at 2,000 feet, to RAMA, on the Río Escondido or Bluefields River, 180 miles from Managua. Boats ply from Rama 60 miles downstream to the Caribbean port of Bluefields.

The Inter-American Highway goes N from Tipitapa to SEBACO, a distance of 49 miles. Here a 16-mile branch road leads (right) to **Matagalpa,** at 2,000 feet ; population ; 12,227. Motor buses to Managua take 3 hours. There is a road also to León. Matagalpa looks colonial and has an ancient church. There are gold mines in the area, but the main industry is coffee planting and there are cattle ranges. A new road is now being built from Matagalpa to open up

the Tuma Valley.

Hotel : Bermudez.

There is a fine 14-mile highway from Matagalpa to **Jinotega,** and on another 50 miles to join the main highway at Condega, 27 miles from the Honduras border. Jinotega is served by buses from Managua. Population : 4,546. The coffee grown here and in Matagalpa is so excellent that a premium is usually paid for it.

Hotel at Jinotega : Moderno.

Beyond Sébaco the Inter-American Highway goes through Estelí (6,335 people) and Condega (2,698 people) to Somoto on the Honduras border, 132 miles from Managua. Just before reaching Somoto a road leads off (right) to **Ocotal,** an attractive small town of 3,027 people at a sandy plain near the Honduras border. Close by, at San Albino, there are many gold mines and gold is washed in the river Coco.

The lap from Sébaco to the border is through sharp hills with steep climbs and descents. The poet Rubén Darío was born at Cuidad Darío, jus tsouth of Sébaco.

Hotels : At Esteli : Alpino. At Somoto : Internacional. At Ciudad Darío : Grande.

By rail from Managua to Corinto, 87 miles : The first city of any note along this route is León, 52 miles from Managua, reached in 2¼ hours. There is also a road between the two cities ; it goes on to Chinandega and is to be continued to Corinto.

León, with a population of 40,111, was founded by Hernandez de Córdoba in 1524 at Leon Viejo, 20 miles from its present site, at the foot of Momotombo. It was destroyed by earthquake on December 31st, 1609 (the ruins are best reached by boat from Managua), and the city moved to its present site the next year. It was the capital from its foundation until Managua took over in 1852 ; it still is the "intellectual" capital, with a fine university (founded 1812), religious colleges, the largest cathedral in Central America, and at least a dozen colonial churches. The greatest of all Latin American poets, Rubén Darío, was born and died at León.

The city has an ancient air : tortuous cobbled streets, roofs tiled in red, low adobe houses and time-worn buildings everywhere. The old Plaza de Armas, in front of the Cathedral, is now Parque Jérez ; it contains a statue of General Jérez, a mid-19th century Liberal leader. Four bronze lions stand at the four entrances.

The Cathedral, begun in 1846 and not completed for a 100 years, is an enormous colonial baroque and rococo building. It has a famous shrine, 66 inches high, covered by white topazes from India presented by Philip II ; a very fine ivory Christ ; the consecrated Altar of Sacrifices and the Choir of Córdoba ; the Great Christ of Esquipulas, a colonial work in bronze whose cross is of very fine silver ; and statues of the 12 Apostles. At the foot of one of these statues is the tomb of Rubén Darío, guarded by a sorrowing lion.

The western end of the City is the oldest, and here is the most ancient of all the churches : the parish church of Subtiava (1530), where Las Casas, the "Apostle of the Indies," preached on several occasions. It has the best colonial altar in the country. Great care has been taken to preserve the houses in which Rubén Darío was born and died. Inhabitants will also point out the house in which the filibuster William Walker lived for a time. The old Colonial bridge of Guadalupe, with its iron cannon, is worth seeing. The Holy Week ceremonies are particularly fine.

There is a good road (19 miles) to the Pacific seaside resort of PONELOYA. A branch railroad runs to (40 miles) El Sauce, with an old church and a riotous fair in February.

Hotel at León : América, Ave. Santiago Argüello.
Hotel at Peneloya : Lacayo.

Chinandega is 22 miles by railway beyond León. Population : 16,929. This is one of the big cotton growing districts. It also grows bananas and sugar cane. Not far away, at Chichigalpa, is Ingenio San Antonio, the largest sugar mill in Central America, with its own private railway to its own port on the Pacific. The central part of the town was rebuilt after a great fire in 1927.

Hotel : Chinandega.
Industries : Cotton mills, iron works, sawmills.
There are two railway lines from Chinandega, one S to Corinto, and one NE to Puerto Morazán. This latter line passes through the village of EL VIEJO, where there is an ancient church. PUERTO MORAZÁN (hotel), 16 miles from Chinandega, is a modern town on a navigable river running into the Gulf of Fonseca. There are boat services between it and La Unión (El Salvador), across the Gulf. A few miles to the W is the cone of Cosegüina volcano. On January 23, 1835, one of the biggest eruptions in history blew off most of the cone, reducing it from 10,000 feet to its present height of 2,860.

Corinto, 13 miles from Chinandega, is the main port of entry. It is the only port at which vessels of any considerable size can berth and the only port joined by railway to the three largest cities in the country : León, Managua, and Granada. About 60 per cent. of the country's commerce passes through it, notably coffee, cotton, sugar, timber and hides as exports. The town itself is on a sandy island, Punta Icaco, connected with the mainland by a long railway bridge. South-going passengers sometimes leave their vessel here, go by train or road to León, Managua and Granada, and catch the boat again at San Juan del Sur. The port at Corinto is now being greatly improved. Population : 5,859.

Hotels : Grace Line hostel ; Costa Azul.
Steamers : Monthly Grace Line service to San Francisco and Puget Sound. Frequent services by the Mamenic Line to Europe, and U.S. east coast ports.

Managua to Granada : There are at present two routes, one by rail and one by road ; both run through Masaya. There is a fast comfortable bus service on the route, 56½ miles long.

Masaya (population 24,202), 27 miles SE of Managua, is the centre of a rich agricultural area growing tobacco. The small Lake Masaya, at the foot of Mount Masaya volcano, and the Santiago volcano are near the town. Interesting Indian hand crafts and a gorgeous fiesta on September 30, to its patron, San Jerónimo. (Indian dances and local costumes). The best place for Indian craft work is Monimbo, and 15 minutes from Masaya is Villa Nindiri, which has a rich museum. A branch railway runs SW to Diriamba.

Hotel : Monte Carlo.

Another 9 miles by road and rail is

Granada, on Lake Nicaragua, the terminus of the railway from the port of Corinto (118 miles). It is the third city of the republic, with a population of 26,283. It was founded by Hernández de Córdoba in 1524 at the foot of Mombacho volcano. The rich city was three times invaded by British and French pirates coming up

the San Juan and Escalante rivers, and much of old Granada was burnt by filibuster William Walker in 1856. But it still has many beautiful buildings and has faithfully preserved its Castilian traditions. Both the Cathedral and La Merced church have been rebuilt in Colonial style. More or less as built by the conquistadores are the church of Jalteva, in the outskirts, and the fortress-church of San Francisco : its Chapel of María Auxiliadora, where Las Casas, Apostle of the Indies often preached, is hung with Indian lace and needle work. The near-by old adobe buildings were once a Franciscan monastery. Walker occupied them. Granada has a very fine cemetery.

Museum : Indian idols, at the Colegio de Centro-América, on the shores of the lake.

Fiestas : Holy week ; Santo Domingo, August 14-30 ; and Christmas (masked and costumed mummers).

Hotel : Alhambra.

Industries : Furniture, soap, clothing.

Lake Nicaragua, the " Gran Lago," 92 miles long by 34 at its widest, is a fresh-water lake abounding in salt-water fish, including sharks, modified to live in the new environment. There are about 310 small islands of great beauty. These can be visited either by hired boats or motor launches or regular passenger steamers. People live on most of them. Most of the Indian idols in the Colegio de Centro-América come from one of them : the ISLA ZAPATERA (Wife of the Cobbler Island). The largest, ISLA OMETEPE, has two volcano cones, one of them a perfect cone rising to over 5,000 feet. On the south-eastern shores is **San Jorge,** from which a short railway and a road run through Rivas to the port of San Juan del Sur. The Río San Juan, running through deep jungles, drains the lake from the eastern end into the Caribbean at Greytown (San Juan del Norte). Launches ply down the river irregularly from the lakeside town of SAN CARLOS (1,414 people), where the river begins. At San Carlos are the ruins of a fortress built for defence against pirates. Some three hours down the river are the ruins of another Spanish fort, Castillo Viejo.

By Inter-American Highway from Managua to Costa Rica : (90 miles). This road, in good condition, runs through Diriamba and Nandaime to Rivas and the Costa Rican boundary. There are comfortable bus services along the route as far as Rivas. The road runs through the beautiful scenery of the Sierras as far as

Diriamba, 27 miles from Managua (45 minutes by car), at 2,500 feet in a coffee-growing district. Population : 9,775. It is a picturesque town with an excellent hotel : the *Majestic.* Fiesta on January 20. A road runs 20 miles to the popular resort and bathing beaches of SAN RAFAEL DEL MASACHAPA, on the Pacific. Along our road, a short distance from Diriamba, is **Jinotepe,** a small town with a diminutive version of the Cathedral at León which has a particularly fine reliquary and a multitude of images. The town's fiesta, in honour of Santiago el Mayor, is on July 24-26. Population : 10,359. Altitude : 2,000 feet. Hotel : *Imperial.*

From NANDAIME, 13 miles along the road from Diriamba, a branch road runs N to Granada. About 28 miles beyond Nandaime on the Inter-American Highway is

Rivas, and 22 miles beyond Rivas along the road is Peñas Blancas, on the Costa Rican boundary. It was in the small town of Rivas that the Costa Rican Juan Santamaría sacrificed his life in 1856 when setting fire to a building in which the filibuster William Walker and his men were quartered. The railway and road from San Jorge, on Lake Nicaragua, to the port of San Juan del Sur, run through the

town. Population : 5,973.
Hotel : Central.

San Juan del Sur is 21 miles from Rivas, 58 from Granada. The inadequacy of port and railroad facilities at Corinto has greatly increased its importance. It is now the major coffee port ; other products are timber, cacao, sugar and balsam. There is a small bathing beach on the horse-shoe shaped bay. There are roads, as we have seen, from both Managua and Granada. Another route for goods and passengers from Managua is by rail or road to Granada, lake steamer to San Jorge, and thence by rail *via* Rivas. Population : 1,433.

Shipping : Frequent calls by the Mamenic Line ; intermittent calls by Grace Line, Independence Line, Royal Netherland Steamship Co., and Italian Line.
Hotel : Estrella, on the Pacific.

The Caribbean Coast has a higher rainfall than the Pacific coast. Among its colourful and varied population there are Misquito Indians, English-speaking Negroes, Spanish-speaking Nicaraguans, as well as a small number of Europeans and Americans. The economy of the region is based on the cultivation and export of bananas, cacao, mahogany, black walnut, rose-wood, and other high class timbers. There are gold mines in the interior.

There are three small ports : San Juan del Norte (Greytown), at the mouth of the San Juan river ; Bluefields, further N ; and Puerto Cabezas, further N still. There is little incoming cargo, but the bulk of the country's timber and banana exports passes through them.

Bluefields, the most important, 1,200 nautical miles S of New Orleans, gets its name from the Dutch pirate Blewfeldt. It stands behind the Bluff at the mouth of the Bluefields river (Rio Escondido), which is navigable as far as (60 miles) Rama. From Rama the unfinished Roosevelt Highway runs through Juigalpa to Managua, 180 miles away. Bananas and cabinet woods are the main exports. Population : 9,620. Small steamers ply to Tampa (Florida), and there is a daily LANICA air service to Managua.

The Corn Islands in the Caribbean opposite Bluefields, are two small beautiful islands fringed with white coral sand and slender coconut trees. The larger is a popular Nicaraguan holiday resort, and there is a project to build a large luxury hotel which, together with the surfing and bathing facilities would make the island ideal for tourists.

Hotels : St. James ; Hollywood.
Cables : Tropical Radio ; Radio Nacional.

Puerto Cabezas (Bragman's Bluff), is N of the Río Grande. Population : 4,227. There are LANICA air-services with the rest of the country.

ECONOMY.

Sixty per cent. of the people live upon the land, and all the exports, apart from gold, are either agricultural or forestal. Cotton ranks first, coffee second, gold third. The three together account for 83.3 per cent. of the exports by value. There is much room for agricultural expansion : only 16.6 per cent. of the potentially arable land is now cultivated.

Nicaraguan production and export is much more varied than in other Central American Republics, and could be greatly expanded. With better production methods, improved communications and immigration the coffee crop could be doubled, other crops like cotton expanded to an even greater degree, and cattle breeding (dairy cattle in the west and beef cattle in the eastern plains), could be developed to almost any limit.

The **cotton** is of good quality and is bought mainly by Germany, Japan, the U.S., and U.K. It is grown mostly in the Departments of Chinandega and León. The crop is expanding rapidly ; 120,000 bales in 1956 and an estimated 170,000 bales in 1957. It is now the most important export. Two mills consume local cotton. Cotton-growing on 87,000 hectares is creating serious soil-erosion, and is diminishing the area on which the staple crops, beans and maize are grown.

About three-quarters of the **coffee** is grown in the Sierra and Carazo area to the south of Managua, but an increasing amount now comes from the Highlands of the Matagalpa-Jinotega-Nueva Segovia region. Small amounts come from the hillsides in the Departments of Esteli, Chontales, Rivas and Chinandega. The coffee is of the mild type ; labour is often short and planters recruit pickers from the towns. The 1955-56 crop was about 400,000 quintals. Domestic consumption is 60,000 quintals. The U.S. takes 94.5 per cent. of the exports.

Gold is an important export, but little of the proceeds returns to the country, for the principal mines are owned by U.S. and Canadian concessonaires who employ a large number of their own nationals on the technical and executive staffs. Gold and silver are found associated mainly in the Departments of Zelaya, León, Chontales and Matagalpa, but there are now only three active mines. Virtually all the gold is sent by air to the U.S. and Canada in the form of rough ingots for final refining.

Of the **forest products**, mainly from the eastern parts of the country, mahogany is by far the most important. There are small quantities of cedar and pine on the east coast and unexploited pine woods extend along the northern frontier.

Rice is of the mountain variety and there is little paddy rice.

Sesame is a relatively new crop grown in the Pacific Departments of Chinandega and León. A trickle of export in 1940 grew to 17,000 tons in 1949, but has fallen off since.

Nicaragua is the leading **cattle** country of Central America, with 1.2 million head and a few thousand sheep. Most of the cattle are of the creole type. They are exported, live, mainly to Panamá and Peru. There are small exports of hides also.

There are small exports also of cacao, sugar and bananas. Nicaraguan cacao, grown mostly on abandoned banana plantations, is of first rate quality. Nearly all the sugar is grown in the Pacific lowlands, mainly in the Department of Chinandega, where the San Antonio sugar estate, the largest in the country, has its own private

railway to its own docks on the Pacific coast. Sugar is one of the main sources of wealth and exports have grown of recent years. Over 4 million bunches of bananas were shipped from the Atlantic coast plantations in 1929, but the sigatoka sickness all but wiped them out, and exports are now small.

Products sometimes exported in small quantities are Balsam of Peru, processed oils, and Ipecacuanha, known locally as *raicilla* and bought by the U.K.

A certain amount of Chilagre-type tobacco is grown, and a smaller amount of the Virginia type, but production (15,355 quintals) has to be supplemented by imports. Little wheat is grown and it, also, has to be imported. There is, however, a sufficiency of the great subsistence crops : maize and beans.

Exports during 1955 : values in millions of U.S. dollars.

	1954	1955		1954	1955
Cotton	16.8	31.0	Sesame-seed	2.2	1.7
Coffee	25.1	27.9	Cattle	1.1	1.2
Gold	8.1	8.1	Sugar	1.1	0.9
Timber	2.9	3.5	Bananas	0.4	0.3
Cotton-seed	1.5	3.3	Ipecacuanha	0.2	0.3

Industry.

Nicaragua is under-developed industrially. Her manufacturing industries account for only 10 per cent. of the national income. Nicaragua now imports cotton and leather goods, vegetable oils, animal fats and dairy products, all of which could be made locally.

There are various concerns, mostly on a small scale, for the making of boots, shoes, straw hats, leather goods, candles, soap, beer, liquors, matches, cigars, cigarettes, furniture, biscuits, sweets, etc. There is a considerable production of bricks and tiles in the León district. The greatest employment is in sugar refining. There are two cotton mills and one rayon weaving factory with an annual production of 4.2 million yards of piece goods. The only cement plant produces 22,204 m. tons ; 60 per cent. of the country's needs. There is a powdered milk plant in Managua.

Total installed capacity of electric power plants was 28,000 kW in 1955.

Foreign Trade.

The main imports are machinery and apparatus, vehicles, cotton goods, iron and steel manufactures and chemicals and pharmaceutical products.

	Imports.	Exports.
	U.S. dollars.	U.S. dollars.
1953	$43,550,849	$54,506,150
1954	$58,306,294	$62,774,565
1955	$69,645,669	$80,028,300

Trade by countries was as follows in 1955 :

	Exports to	Imports from
U.S.A.	37%	65%
U.K.	6%	3%
Germany	16%	6%
Japan	13%	2%

Public Debt : At July, 1956, the total public debt stood at C$52.1 millions of which the external debt was C$34.4 millions.

INFORMATION FOR VISITORS.

Documents : Visitors must have visaed passports and a valid certificate of vaccination. (A tourist card is all that is demanded of a citizen of the United States). Commercial travellers should carry a document from the firm they represent accrediting them as such. Visitors are liable to a tourist tax—the equivalent of one U.S. dollar—on arriving and leaving. An exit permit should be got well before the date of departure.

Much detailed commercial information is given in "Hints to Business Men visiting the Central American Republics," free on application to the Commercial Relations and Export Department, Board of Trade, Horse Guards Avenue, Whitehall, London, S.W.1.

How to get there :

Routes : There are good steamship services from the United Kingdom to Cristóbal (14 to 16 days), including that of the P.S.N.C. and the Royal Mail Lines. The port of Corinto, on the Pacific Coast, is served by Grace Line vessels from Cristóbal, and also from San Francisco and Los Angeles. United Fruit Line vessels also serve this route.

Both the Royal Netherland Steamship Company and the local Mamenic Line run monthly services from the Continent to San Juan del Sur or Corinto or Puerto Somoza : the former from Amsterdam and the latter from Antwerp. The Mamenic Line also serves most other Central and north American ports.

On the East Coast the Standard Fruit and Steamship Company maintains a weekly steamship service from New Orleans to Puerto Cabezas (Nicaragua), and La Ceiba (Honduras). The United Fruit Company has a steamship service between Bluefields and New Orleans to keep their depots supplied.

Air Services : Managua is on the N-S international routes of Pan-American Airways and of TACA. The latter has services to all the Capitals of Central America. Transportes Aéreos Nacionales de Honduras (TAN) flies the route Havana-Tegucigalpa-Managua-Guayaquil-Lima.

Twice a week K.L.M. flies the route Curaçao-Aruba-Maracaibo-Barranquilla-Panamá-San José-Managua-San Salvador.

"LANICA," a subsidiary of P.A.A., flies from Managua to Bluefields, Puerto Cabezas, and the gold mining centres of Bonanza and Siuna daily. Also to San José (Costa Rica).

Climatically, the best time to visit the Pacific Slope—and this is where the business lies—is in December or January, at the beginning of the dry season. But commercially, June and July, when the rains have started, are the best months, for this gives time for orders to arrive after the coffee crop has been sold in December.

Clothing should be of the lightest possible : linen or lightweight suiting. These can be used all the year round, except at higher altitudes. There is a wide range of climates, but there are no extremes of heat or cold. According to altitude average annual temperatures vary between 60°F., and 95°F. The average at Managua is 80°, but readings approaching 100° are not uncommon there from March to May. The dry season runs from December to May, and the wet season covers the remaining months. The wettest are usually June

and October.

Health : The usual tropical precautions about food and drink should be taken.

Hours of business are from 8—12 a.m. and from 2 or 2.30 to 5 or 5.30 p.m.

Hotels : During the last few years hotels throughout the country have become much better. Wine is expensive ; tipping is not on a large scale. The average table d'hote dinner is C14, or about U.S.$2.00.

The cost of living has risen very greatly since 1940 : There are no reliable figures but it is at least five times as costly now as it was then. The cost of food index for a working class family (Jan. 1939= 100) stood at 743 at March, 1956.

The unit of **currency** is the córdoba, divided into 100 centavos. Fractional coins are the 5, 10, 25, and 50 centavo pieces in cupro-nickel, and copper coins of one cent. There are notes for 1,000, 500, 100, 50, 20, 10, 5, 2 and 1 córdobas. Currency and import restrictions are stringent. Legal parity is C7 to the U.S. $. Curb : C7.60.

The metric system of **weights and measures** is official ; but in domestic trade local terms are in use ; for example, the medio, which equals a peck, and the fanega, of 24 medios. These are not used in foreign trade. The principal local weight is the arroba=25 lb. and the quintal of 101.417 English lb.

Mails from the United Kingdom to Nicaragua are sent *via* Panamá, and take 3 to 5 weeks. There are delays in forwarding between the western ports and the interior due to poor communications. Postage : 4d. for the first ounce ; 2½d. for each ounce after. Air-mail from London, see page 28.

Telegraph and telephone lines are owned by the Government. The Cable and Telegraph companies are given under the towns. There are wireless transmitting stations at Managua, Bluefields, and Cabo Gracias á Díos, and private stations at Bragman's Bluff, El Gallo, and Rio Grande.

Telephone calls between the United Kingdom and Nicaragua ; 2-7 p.m., on weekdays, 2-5 p.m. on Sundays. Minimum fee for 3-minutes, £3. 15s. on weekdays, £3 on Sundays.

PUBLIC HOLIDAYS.

January 1.
March or April : Holy Week.
May 1 : Labour Day.
May 27 : Army Day.
June 30 : (for banks only).
July 4 : U.S.A. Independence.
August 1 (from noon).
August 10.
September 14 : Battle of San Jacinto.
September 15 : Independence Day.
October 12 : Discovery of America.
November 1 (from noon).
December 8 : Immaculate Conception.
December 24 (from noon).
December 25 : Christmas Day.
The last working day.

Press : Managua. "La Nueva Prensa," "La Prensa," "La Noticia," "Novedadas," "Flecha," "El Gran Diario," "La Hora." Granada : "El Correo," "Diario Nicaraguense." León : "El Centroamericano," "El Cronista," "El Eco Nacional." "La Gaceta" is the official gazette.

Nicaragua is represented in Britain by an Embassy in London at 18 Mount Street, W.1. The Ambassador is Dr. Rubén Darío.

The Consul-General is at the same address. There is a Consul in Birmingham, and a Consul-General for Liverpool and Manchester jointly.

Great Britain is represented in Nicaragua by an Embassy and Consulate at Managua. The Ambassador is Mr. Horace Gates.

The **United States** are represented by an Embassy and Consulate at Managua and a Vice-Consul at Puerto Cabezas.

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ACHAÏA CLAUSS WINES (MAVRODAPHNE and RETSINA)

PANAMÁ

THE S shaped isthmus of Panamá, 30 miles at its most narrow and no more than 120 miles at its widest, is one of the great pass-routes of the world. Its destiny has been entirely shaped by that fact. To it Panamá owes its national existence, the make-up of its population and its distribution : two-fifths of it are concentrated at the two cities which control the entry and exit of the pass-route.

Panamá has an area of 28,525 square miles, excluding the Canal Zone, which has 648 square miles. Two other Central American republics are not as large, but none has a smaller population : a fourth or so only is inhabited. Much of the country is mountainous, with shelvings of lowland on both its 767 miles of Pacific and 477 miles of Atlantic coastlines. (The longer Pacific mileage is due to the bold out-thrust of the Peninsula of Azuero). The lowlands are cut across by hundreds of streams flowing from the mountains. The country's axis is, in general, SW to NE, but the mountain chains do not conform to this and run NW to SE. The Costa Rican mountains enter Panamá from the W. At the border there are several volcanic cones, the boldest of which is the extinct Baru, in Chiriquí, 11,480 feet high. The sharp-sided Cordillera de Talamanca continues SE at a general altitude of about 3,000 feet, but subsides suddenly SW of Panamá City. Folded in its ranges are intermont basins of great fertility. The next range, the San Blas, rises E of Colón and runs into Colombia ; its highest peaks are not more than 3,000 feet. A third range rises from the Pacific littoral in the SE ; it, too, runs into Colombia and along the Pacific as the Serranía de Baudó.

Good luck has decreed a gap between the Cordillera de Talamanca and the San Blas range in which the divide is no more than 285 feet high. It is here that the Canal runs. The end of one range and the beginning of the other are so placed that the gap runs from NW to SE. Geography stands on its head. To reach the Pacific from the Atlantic we must travel eastwards. The Pacific exit is E of the Atlantic entry by 27 miles. At dawn the traveller sees the sun rise over the Pacific.

Rainfall is heavy along the Caribbean coast : more than 150 inches a year in some places, with tremendous downpours between May and December. The average temperature of the lowland is 82°F, with a range of 15° between day and night. The result is deep tropical forest along the coast and far up the sides of the ranges : 76 per cent. of the whole land surface of Panamá is forested. The rain begins to shade off towards the crests of the mountains, (50° to

CARIBBEAN SEA
PACIFIC OCEAN
COLOMBIA
COSTA RICA
PANAMA
GULF OF PANAMA
SAN BLAS TERRITORY
Gulf of San Blas
Portobelo
Nombre de Dios
Colón
Cristóbal
Gatun Lake
Gatun
Culebra
Pacora
Cruces
Panama
Balboa
Taboga I.
Taboga
Pedro Gonzalez I.
San Miguel Gulf
El Valle
Penonomé
Aguadulce
Natá
Santa Clara
Río Hato
Chitré
Los Santos
Mensabé
Parita
Santiago
Calobre
Veraguas
Soná
Ocú
Los Santos
Azuero Peninsula
Coiba Island
Chiriqui
Bocas del Toro
Bocas
Almirante
Rabalo
Changuinola
Boquete
Boquete Toro
Dolega
David
Pedregal
Puerto Pilon
Armuelles
Patrerillos
La Concepcion
Railways.
Roads.
Boundaries.
Miles

65°F) and is much less along the Pacific, though there is no scarcity of it anywhere. At Balboa it is only 68 inches a year, and the tropical forest is replaced by semi-deciduous trees and areas of savanna between the Pacific and the mountains.

Most of the rural population live on the Pacific side, in the provinces of Coclé, Herrera, Los Santos, Veraguas and Chiriquí. Only 15.4 per cent. of the total land area is farmed ; 7.3 per cent. is pasture, nearly all of it in the savannas of the provinces named ; 3.1 per cent. only is under crops, almost all in the same provinces. Nearly all the cattle and hogs are raised, and most of the bananas, cacao, maize, beans, coffee, sugar and fruits are grown on the Pacific side. There are some very large estates: 61 proprietors own an eighth of the whole land, but most of the tenancies are small : 61,289 farmers have holdings of less than 10 hectares. There is only one rural population centre of any importance on the Caribbean : in Bocas del Toro, in the extreme NW. Great banana plantations were based on Almirante until the twenties, when they were struck by disease and almost half the population drifted away. The rest took to subsistence farming and growing cacao and abacá for the United Fruit Company. The banana plantations are now coming into use again. Bananas are about half, and cacao about a quarter of the total exports.

The **population** in 1950 was 805,285, an increase of 29.3 per cent. over 1940 : a vegetative increase of 25 per thousand per year. No provision was made in 1950 for sub-dividing the population into races, but the figures in 1940 were 12 per cent. white, 14½ per cent. negro, 72 per cent. mixed blood, and 1½ per cent. other races. There were 48,654 indigenous Indians in 1950. Population, 1955 : 850,000.

Within the Canal Zone, November 1954, there were 38,953 people, of whom 19,783 were Americans. These figures do not include uniformed members of the forces.

The birth-rate is 33.2 and the death-rate 8.1 per thousand ; 36 per cent. are rural; in the countryside 42.9 per cent., and in the towns 7.2 per cent. are illiterate. In the province of Bocas del Toro half the population speaks Spanish, half speaks English. Only 2.7 per cent. of the indigenous Indians can speak Spanish. Panamá spends over a third of its budget on education.

Some African Negroes were brought in as slaves during the 16th century ; their chocolate coloured, Spanish-speaking descendants are still in Darién and in the Pearl Islands. But the majority are English-speaking British West Indian Negroes brought in for the building of the railway in 1850, and later of the Canal. Most of them stayed on, but have not been assimilated. There are also a number of East Indians and Chinese who tend to cling to their languages and customs. No racial discrimination is permitted. A serious social problem is that 57,000 families (perhaps a quarter of the population), are living on lands not their own and for which they pay no rent. " Good sized towns have sprung up in Panamá where not one lot in the entire town was owned by any dweller nor any rent paid."

Panamá is ahead of most Latin-American countries in the emancipation of women. It produced the first woman cabinet minister in Latin-America, the first woman ambassador from Latin-America, and women have acted as mayors of Panamá's two largest cities. They have the vote, and women in government are commonplace.

Communications : Roads and railways are detailed in the text. There are now 1,441 miles of highway, of which 398 are earth. Road building is complicated by the extraordinary number of bridges and the large amount of grading required. The roads running from Colón to Panamá City are the only ones which cross the isthmus.

ADMINISTRATION.

The nine provinces, with their capitals, are Bocas del Toro (Bocas del Toro), Coclé (Penonomé), Colón (Colón), Chiriquí (David), Los Santos (Las Tablas), Herrera (Chitré), Panamá (Panamá), Darién (La Palma), and Veraguas (Santiago). The Pacific island of Coiba, 30 miles from the mainland off Pedregal, Chiriquí, is reserved as a penal colony.

The **Constitution** of 1946 provides for a Chamber of Deputies of 51 members (one for every 15,000 inhabitants), elected at the same time. The President is elected by direct vote for four years and is not eligible for the two succeeding terms. There is universal suffrage for those over 21. Capital punishment has been abolished.

President :
Sr. Ernesto de la Guardia.

Ministry :

Government and Justice	.. ..	Maximo Heurtemate.
Foreign Relations	.. .. ..	Aquilino Boyd.

There are six other ministries.

History : The history of Panamá is the history of its pass-route ; its fate was determined on that day in 1513 when Balboa first glimpsed the Pacific. Since then each epoch has used what technique was available to cross the narrow spit of land : road, then railway, then canal. Panamá City was of paramount importance for the Spaniards : it was the focus of conquering expeditions northwards to Nicaragua and southwards to Ecuador, Peru, and distant Chile. All trade to and from these southern countries passed across the isthmus.

Panamá City was founded in 1518 after a trail had been discovered between it and the Caribbean, where the Spaniards used three ports of entry : the risky, open-sea anchorages of Nombre de Dios and the Bay of Portobelo, or the mouth of the Chagres river. The Camino Real (the King's road) ran from Panamá City to Nombre de Dios until it was re-routed to Portobelo. An alternative route was used later : a road built from Panamá City to Cruces (now swallowed up by Gatún Lake) ; its site was near Gamboa, the Canal town which guards the Culebra Cut. Cruces was on the Chagres river, which was navigable to the Caribbean, particularly during the rainy season.

Pirates were early attracted by the wealth passing over the Royal Road. Sir Francis Drake attacked Nombre de Dios, and in 1573 his men penetrated inland to Cruces, captured its treasure and burnt the town. Twenty-six years later Drake attacked again. Spain countered by building strongholds and forts to protect the route : amongst others San Felipe at the entrances to Portobelo and San Lorenzo at the mouth of the Chagres. Spanish galleons, loaded with treasure and escorted against attack, left Portobelo once a year. They returned with valuable cargoes which were sold at great fairs held at Portobelo, Cartagena and Vera Cruz. There was feverish activity for several weeks as the galleons were loaded and unloaded. It was a favourite time for the attack of pirates. Perhaps the most famous was the attack by Henry Morgan in 1671. He captured the fort of San Lorenzo, manned it, and pushed up the Chagres river. Seven days later, famished and exhausted, they were at Cruces. From there they descended upon Panamá City, which they looted and burnt. A month later Morgan returned to the Caribbean with 195 mules loaded with booty. Panamá City was re-built on a new site, at the base of Ancon hill, and a costly fort built. Pirate attacks reached their climax in Admiral Vernon's capture of Portobelo in 1739 and the fort of San Lorenzo the next year. Spain abandoned the route in 1746 and

began trading round Cape Horn. San Lorenzo was rebuilt : it is still there, with its moat, battlements and parapets and rusty cannon imbedded in thick undergrowth.

A hundred years after the capture of Portobelo by Vernon, streams of men were once more moving up the fever-infested Chagres to Panamá City : the forty-niners on their way to the newly discovered gold fields of California. Many perished on this " road to hell," as it was called. It was this gold rush which brought into being a railway across the isthmus. The Panamá Railroad from Colón (then only two streets) to Panamá City, took four years to build, at great loss of life. The first train was run on November 26th, 1853. The railway was an enormous financial success until the re-routing of the Pacific Steam Navigation Company's ships round Cape Horn in 1867 and the opening of the first U.S. transcontinental railroad in 1869 dried up its traffic and turned its tracks into two streaks of rust.

There was an early survey of the Chagres river and the smaller Río Grande which flows from the Culebra hills into the Pacific, and in 1534 Charles I of Spain (Charles V of the Holy Roman Empire) conceived the possibility of joining the two oceans by a canal. It was reported that the project was not possible.

Ferdinand de Lesseps arrived in Panamá in 1881 and after a preliminary survey decided on a canal along the Chagres river and the Río Grande. A Company was formed with a capital of £53,000,000. Work started in 1882. Nineteen miles had been prepared before the Company crashed in 1891, defeated by squandermania, malaria, yellow fever, cholera and the fungoid diseases of the tropics. Eventually Colombia (of which Panamá was then a Department) authorised the Company to sell all its rights and properties to the United States. The Colombian Senate later rejected the treaty, and the indignant inhabitants of Panamá declared their independence of Colombia on November 3, 1903. War broke out ; the United States intervened and, in spite of protests by Colombia, recognised the new republic. Colombia did not accept the severance until 1921.

Before beginning on the task of building the Canal the United States performed one of the greatest sanitary operations in history : the clearance from the area of the more malignant tropical diseases. The name of William Crawford Gorgas will always be associated with this, as that of George Washington Goethals will be with the building of the Canal. On August 15, 1914, the first passage was made by the ship *Ancon.*

The Canal Zone is a ribbon of territory leased for ever to the United States. It extends five miles on either side of the Canal. The price paid by the United States Government to Panamá for construction rights was ten million dollars, and there is now an additional annual payment of $1,930,000. The French company received forty millions for its rights and properties. $25,000,000 dollars were given to Colombia in compensation for the transfer of the French Company's rights. The total cost at completion was $366,000,000.

Since its independence in 1903, Panamá has had three constitutions and 29 Presidents, 5 of them deposed before they completed office ; one, President Remon, was assassinated in 1955, and his immediate successor was arrested and found guilty of complicity in the murder.

Landfall on the Caribbean side for the crossing of the Canal is made at the twin cities of Cristóbal and Colón, the one merging into

the other almost imperceptibly and both built on Manzanillo Island at the entrance to the Canal ; the island has now been connected with the mainland and looks like a peninsula. Colón was founded in 1852 as the terminus of the railway across the isthmus. Cristóbal came into being as the port of entry for the supplies used in building the Canal, and is in the jurisdiction of the United States.

Cristóbal : Ships usually dock at Pier No. 9 five minutes from the shopping centre, but sometimes at Nos. 6, 7 or 8, No. 6 being 15 minutes from the shopping centre. Conveyances are always waiting at the docks for those who want to visit Colón and other places. P.S.N.C. vessels call at Cristóbal on both homeward and outward voyages. Population : 14,711.

Colón, population 52,035, the second largest city in Panamá, was originally called Aspinwall, after one of the founders of the railway. It has fine public buildings, modern hotels, 3 hospitals, 3 theatres, and a large number of shops stocked with goods from all over the world. Front Street, leading from Cristóbal, is like an oriental bazaar. At night the city, which is full of cabarets and places of pleasure, is lit up like a fairground. Annual mean temperature : 80°F.

There is a Free Zone at Colón which offers facilities for the import, free of duty, of bulk goods for re-export to neighbouring Republics after packaging.

There are good roads to the U.S. naval base at Coco Solo, nearby ; to the U.S. army airport at France Field ; and to Fort Davis and the Gatún Locks, some 7 miles away.

The tourist should see the beautiful Cathedral between Herrera and Amador Cuerrero Avenue, and the statues on the promenade known as the Paseo Centenario : a bust of Lesseps, a monument to the builders of the railway, a group commemorating the firemen of the city, and a statue of Colombus.

This last has an interesting history. At the request of Empress Eugenie of France, an Italian sculptor fashioned the statue of Columbus with his arm protectively around an Indian girl. The wife of Napoleon III planned to give it to the city of Vera Cruz, but the Mexican revolution against Maximilian and for independence made her reconsider the gift. It was stored for a number of years until a Colombian Minister to England, Holland and Italy, on his way through Paris, persuaded the Empress to give it to Colombia. It was decided to erect it in Colón and in 1870 the citizens of that town held a gala ceremony to celebrate the great honour bestowed upon them. But the authorities forgot to set it up ; it remained for many months in the freight house until it was decided to unpack it and place it on a pedestal in the railroad yard during the celebration of the opening of the first submarine cable.

The statue continued its peregrinations when Count de Lesseps, president of the French Interoceanic Canal Co., objected to its site in the railway yards and had it moved to the new residential section in Cristóbal. It stayed alongside the Count's residence until 1916, under the jurisdiction of the North Americans, while the Panamanian authorities made repeated requests to have it returned to the city of Colón.

Finally, after a long controversy between the two countries the statue was placed on the border line between the Canal Zone and the city of Colón. It remained in front of the Hotel Washington until 1930, but the Panamanians were still not satisfied and, finally, the peripatetic monument was restored to Pamaná and rests at its present site.

Other places of Interest : Front Street, famous the world over as a shopping centre for perfumes, ivory, furniture, duty-free liquor, English bone china, etc. Main stores : Motta's ; French Bazaar ; Maduros ; Pohoomull Bros. ; Novedades Atlantico ; " Slim's " ; Jhangimal.

The Beach Drive round Colón, pleasant and cool in the evening, takes 30 minutes or longer.

Old French Canal, modern American township of Margarita,

Gatún Locks (one hour). The Locks are open to visitors every day until 4 p.m. ; they can enter the lock area and take photographs. Visitors can cross the locks at Gatún, and also ride through virgin jungle where wild pigs, iguanas, land-crabs and snakes scuttle across the road. Fort San Lorenzo, at the mouth of the Chagres River, is the most interesting historical monument on the Atlantic side. It was sacked by Henry Morgan, the pirate, and by Admiral Vernon.

Hotels : Washington, $3.50 to $12.50, without meals ; lunch, $0.85 ; dinner, $1.50. Gran Hotel Imperial, $2 to $3.50, without meals ; lunch and dinner from 85 cents to $1.25.

Principal Restaurants : Washington Hotel : Lunch $1.00 to $2.00 (run by Panamá Canal Company). Strangers Club : Front Street, $1.00 to $2.00.

Native Dishes : Arroz con Pollo (Chicken with rice). Sancocho (native vegetable soup with meat). Seviche (raw fish cooked in vinegar and hot peppers). Panamá is also very famous for its seafood, lobsters, corbina, tuna, etc.

Cafes : Tropic Bar, 10th Street, and Balboa Ave. open day and night. Restaurant and bar : lunch 75c. and dinner $2.00.

Cabarets : Copacabana : Bolívar Avenue. No cover charge. Three shows nightly at 8 p.m., 10.30 p.m., and 1 a.m.—Beer 50c., Whisky and Soda 75c. Caribe Nite Club : 11th Street, No Cover Charge, three shows at 8 p.m., 10 p.m., and 1 a.m.

Taxi Tariff : 30c. anywhere in Colón for the first passenger, 45 c. for two, 55 c. for three, 75 for four. From Colón to pier area 50 c. for three, 75 for four. From Colón to pier area 50 c. for the first passenger and then proportionally for every additional passenger.

Tour Tariffs : Four persons to Fort San Lorenzo, Gatún Locks, and Margarita, $12.00.

$30.00/35.00 for day tour of Panamá City. It is possible, however, to arrange cheaper trips with individual drivers (4 persons).

Regular **bus service** every hour to Panamá City : 75 c. single, $1.25 round trip. Express bus leaves Colón Bus Station at 7 a.m., 10 a.m., 12 noon, 6 p.m., and 10 p.m., fare $1.00. Round trip, $2.00 (recommended).

Trains leave Colón Station for Panamá City 7 a.m., 12.20 p.m., 4.40 p.m., and 10 p.m. Trains leave Panamá Station 7.10 a.m., 12.30 p.m., 4.50 p.m., 10.10 p.m. First Class single $1.25, round-trip $2.00.

Air Services : The trip across the isthmus takes 20 minutes by 'plane. 'Planes radiate daily to North, Central and South America and the West Indian islands.

Bathing all the year round at Washington Pool, Colón ; at Y.M.C.A. pool, Cristobal ; and at Gatún Pool, Gatún.

Three air-conditioned **cinemas,** continuous performances, on Avenida Central. No Casinos.

Fishing : The Panamá Canal Tarpon Club (entrance $15, annual subscription $15) has accommodations for anglers at the Gatún Spillway at a charge of $5 per day. Live bait is provided, tackle is loaned. The sleeping cots are not furnished with bedding. The kitchen has facilities for cooking foods bought from the club attendant. The hut is a few yards only from the Spillway, a torrent teeming with large fish.

Golf : (18 holes) at Brazos Brook Country Club.

Cables : All America & Radio Inc., Roosevelt Avenue.
Tropical Radio, Roosevelt Avenue.

Banks : Chase National Bank ; the National City Bank of New York ; Banco Nacional de Panamá ; Banco Fiduciario de Panamá ; Banco General ; Banco Suizo Panameño ; Caja de Ahorros. Panamá Bank and Trust Company.

Trips from Colón :—Portobelo, is 20 miles NE of Colón by road or by sea. Columbus used the harbour in 1502 and it was a Spanish garrison town for more than two centuries. Drake died and was buried at sea off the Bay of Portobelo, where stood Nombre de Dios, then the head of the Gold Road. Three large stone forts face the entrance to the harbour. There can be seen old Spanish cannon, the old treasure house where gold from Peru brought over the Las Cruces trail from Panamá City was stored until the galleons for Spain arrived. There are ruins of a cathedral and of various forts, a waterfall, and mountain views. In the Cathedral is a statue of The Black Christ ; it was being shipped from Spain to the Viceroy of Peru, but the ship was wrecked in the bay and the statue salvaged

by the natives. The image is carried through the streets at 6 p.m., on October 21 ; afterwards there is feasting and dancing till dawn.

The local rainfall averages 160.8 inches per annum. To-day the population is only 520. There are extensive banana plantations in the district.

Another interesting trip by boat from Colón, or by air from Panamá City, is to the **San Blas Islands.** There are 365 islands in the San Blas archipelago, ranging in size from tiny ones with a few coconut palms to islands on which hundreds of Indians live. (The coconuts of San Blas are the best in the country). The inhabitants live much as their forefathers did centuries ago. The costumes of the women are similar to old Egyptian styles with gold nose-rings and earrings.

Through the Canal to Panamá City. As the crow flies the distance across the isthmus is 34 miles. From shore to shore the Canal is 42 miles, or 51 miles (44.08 nautical miles) from deep water to deep water. The trip normally takes 8 or 9 hours.

About six miles beyond Cristóbal up the Chagres river is the Gatún Dam, built to impound the waters of the river : a long low ridge of earth—the dam is half a mile wide at the base—on whose slopes are the golf links of the Country Club ; it narrows to 100 feet at the top, 105 feet above sea-level. The almost spherical 163 square mile Gatún Lake serves as a reservoir to hold sufficient water in the channel and for use in the locks during dry spells. A high-level reservoir, the Madden Dam, feeds the lake and maintains its level, 85 feet above the sea. A ship ascends into Lake Gatún in three steps or lockages. Each of the twin chambers in each flight of locks has a usable length of 1,000 feet, a width of 110 feet, and is about 70 feet deep. The flights are in duplicate to allow ships to be passed in opposite directions simultaneously.

The greatest part of the Canal is in Gatún Lake. In the lake is Barro Colorado Island, to which the animals fled as the basin slowly filled. It is now a biological reserve for scientific research. We steam through the lake for 23 miles and then along the narrow rock defile of the Gaillard or Culebra Cut for 8 miles to Pedro Miguel Locks, where the descent to sea-level is begun. The first stage is a descent into Miraflores Lake, 54 feet above sea-level. The process is completed at the Miraflores Locks a mile further on. The Río Grande River takes us on to Balboa and the Pacific. An odd fact is that the mean level of the Pacific is some 8 inches higher than the Atlantic, but the disparity is not constant throughout the year. On the Atlantic side there is a normal variation of 1 foot between high and low tides, and on the Pacific of about 12½ feet, rising sometimes to 21 feet.

Constant dredging is necessary to maintain a clear channel in the 300-foot wide, 40 foot deep Culebra Cut ; the work is usually done during those hours when the Canal is closed to traffic.

The record number of 8,209 commercial vessels passed through the Canal during the fiscal year ending June 30th, 1956.

The informative "Annual Reports" of the Panamá Canal Company and Canal Zone Government are published by the U.S. Government Printing Office, Washington 25. The Governor is Major-General W. E. Potter.



The Canal Zone : The Panamá Canal and Railroad.

Balboa : The ship usually berths at Dock 6, Pier 18 (or Pier 17 if landing is by launch or tender). Panamá City is about 3½ miles from the docks (10 minutes by taxi).

Balboa stands prettily between the Canal quays and Ancon Hill, which lies between it and Panamá City. It is in the Canal Zone, an efficient, planned, sterilized town, a typical American answer to the wilfulness and riot of the tropics. There is a ferry and a bridge across the Pacific entrance of the Canal connecting Balboa and Panamá City, on the E bank, with the Thatcher Highway, on the W bank. (This road joins the national highway system at Arraiján).

The Canal Zone Administration Building and the clubs and the parks are on Balboa Heights. The administration offices of the Governor and the higher officials is on a slight buff on the W side of Ancon Hill, overlooking the surrounding country from the Pacific to the Canal entrance. At the foot of the steps leading into the Administration Building is the 56-foot marble monument to Goethals put up in 1954. Inside the building are murals showing the making of the Canal, and there is an interesting museum on the top floor. The private residences of the higher officials surround the administrative offices ; the quarters of other officials are in Ancon or Balboa and along the slopes of Sosa Hill, at the mouth of the Canal. Ancon curves round the hill N and E and merges into Panamá City. It has picturesque views of the palm-fringed shore. Among trees and flowers is the famous Canal Zone Gorgas Hospital for tropical diseases. The

population of Balboa district is 27,366.

All America Cables & Radio, Inc. : Gavilan Road, East Balboa.
Shipping : P.S.N.C. have frequent sailings homeward and outward ; Balboa is also a port of call for several other European, U.S., and Far Eastern Lines.
Banks : Chase National Bank of the City of New York ; National City Bank of New York.

Excursions : There is a launch service to Taboga Islands, about 12 miles offshore (return fare, $2.00). Taboga is reached in about an hour from Pier 18 twice daily from Balboa and three times on Saturday and Sundays. The island is a favourite year round resort. There is excellent swimming and fishing. The island pineapples and mangoes have a high reputation. Its church is the second oldest in the western hemisphere. A hotel run by the National Tourist Commission serves meals and rents rooms reasonably.

Even the trip out to Taboga is interesting, passing the naval installations of the Pacific terminal of the Canal, the ferry connecting North and South America, tuna boats and shrimp fishers in for supplies, visiting yachts from all over the world at the Balboa Yacht Club, and the three-mile causeway connecting the mainland with three islands in the bay. Part of the route follows the channel of the Canal, with its busy traffic of giant liners and slower freighters. Taboga itself, with a promontory rising to 1,600 feet, is carpeted with flowers at certain seasons and looks like " a multi-coloured bouquet laid on a giant green leaf floating in a sea of tropic blue." There are no horses, no cows, no animals, and no cars in the meandering, helter-skelter streets.

The first Spanish settlement was in 1515, two years after Balboa had discovered the Pacific. It was from here that Pizarro set out for Peru in 1524. For two centuries it was a stronghold of the pirates who preyed on the traffic to Panamá. Because it has a deep-water, sheltered anchorage it was, during Colonial times, the terminal point for ships coming up the W coast of South America.

El Morro, which at low tide is joined to Taboga, but at high tide is an island, was once a headquarters of the Pacific Steam Navigation Company, which ran ships between Panamá and Peru and Chile. The Company bought the island. It became in fact a small British colony with its own homes, workshops and dry docks.

It is a longer trip by launch—some 46 miles—to the **Pearl Islands,** visited mostly by sea-anglers for the Spanish mackerel, red snapper, corbina, sailfish, marlin, and other species which teem in the waters around. High mountains rise from the sea, but there is a little village on a shelf of land at the water's edge ; here the native fishers live in bamboo huts. There was much pearl fishing in colonial days.

Panamá City, capital of the Republic, has a population of 191,441. It was founded on its present site in 1672 after Morgan had sacked the old town, now known as Panamá Viejo, 4 miles away by road. Most of Panamá City is modern ; the old quarter of the city—the one which Spain fortified so effectively that it was never successfully attacked—lies at the tip of the peninsula.

Panamá City is a curious blend of old Spain, American progress, and the bazaar atmosphere of the East. It is a city of beautiful homes, squalid slums, modern buildings, tawdry honkey-tonks, priceless treasures, and a polygot population unequalled in any other Latin-American City. For the sober minded, the palm-shaded beaches,

the islands of the Bay, and the encircling hills constitute a large part of its charm. The cabarets and night life are an attraction to those so inclined.

Most of the interesting sights are in the old part of the city and can easily be reached by foot, taxi, or bus. A good starting place is the Plaza de Francia, in the extreme S. In this picturesque little Plaza, with its red ponciana trees, is an obelisk topped by a cock to the French pioneers in building the Canal, and monuments to a former President, Pablo Arosemena, and to Finlay, who discovered the cure for yellow fever. Facing the Plaza are several colonial buildings and the Palace of Justice, where the Supreme Court meets. (The National Assembly used to meet here too, but now holds its sittings at the new Legislative Palace in Lesseps Park). Behind it runs part of the old sea wall—La Bóvedas (The Dungeons)—built around the city to protect it from pirates. There are steps up this ancient wall to the beautiful promenade—the Paseo de las Bóvedas—along its top, from which there is a glorious view of the Bay of Panamá and the fortified islands of Flamenco, Naos, and Perico. Beyond are Taboga and Taboguilla, tinged with blue or violet. Just beyond the end of the promenade is the city's leading social club, the Club Unión.

Flush under the wall, at the side of the Palace of Justice, are dungeons where prisoners and criminals were kept. They have thick walls, arched ceilings and tiny barred windows looking on to the Bay. Behind the French monument, in a recess in the walls, is a series of large tablets recording, in Spanish, the early attempts to build the Canal. The French Legation faces the Plaza.

A little W from the Club Unión, along Avenida A, and to the right, are the ruins of Santo Domingo church. Its arch, made entirely of bricks and mortar and with no internal supports, has stood for three centuries. When the great debate as to where the Canal should be built was going on, a Nicaraguan stamp showing a volcano, with all its connotations of earthquake, and the stability of this arch—a proof of no earthquakes—is said to have played a large part in determining the choice in Panamá's favour.

Panamá City's main street, the Avenida Central, runs W from the old city and sweeps right and almost parallel with the shore through the whole town. On the right, at the intersection with Calle 3d, is the National Palace. Up Calle 3d. on the right, are San Francisco Church (colonial, but modernised), and the Colegio La Salle, with an interesting museum and the room in which Bolívar proposed a United States of South America during the Bolivarian Congress of 1826. Across the street is the National Theatre, one of the finest of its kind. On Avenida Norte, running along the Bay, is the President's Palace (La Presidencia), the most impressive building in the city. It was the residence of the Spanish Governor during Colonial days, and is well worth visiting to see its patio with a fountain and strolling egrets and a fine yellow salon. Avenida Norte goes on to the colourful Public Market, on the waterfront. On Avenida Norte are the wharves where coastal boats anchor and fishermen land their catches.

Avenida Central runs on to the Plaza Independencia, or Plaza Catedral. This Plaza, ornamented with busts of the Republic's founders, is the heart of the City. Facing it are the Cathedral, the old Cabildo (now the Ministry of Education and Post Office), the venerable Hotel Central and the Archbishop's Palace. The Cathedral has twin towers and domes encased in mother-of-pearl. The Post



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Office was the Headquarters of the French during their attempt to build the Canal. Beyond the Cathedral, Calle 8a runs S to the church of San José. Its golden baroque altar is a magnificent sight. It was originally installed at a church in Panamá Viejo and resourcefully painted black by a monk to camouflage it during Morgan's famous raid. San José has a famous organ, too.

On Avenida Central, to the right, in the second block beyond the Cathedral, is the church of La Merced. It was near here that the landward gate of the fortified city stood. The church was built of stones brought from a church of the same name in Panamá Viejo, and contains a famous image of the Virgin of the Chapel rescued from the sack of the old town. Further along the now curving Avenida Central is the Plaza Santa Ana. Its church, Santa Ana, is colonial. (Not far from Santa Ana is the street Sal si Puedes, "Get Out if You Can," where the best Chinese restaurants are).

Much farther along Avenida Central, to the right, is Panamá Railroad station, and almost opposite, the Plaza Lesseps. The National Museum is on the corner of Avenida Cuba (which branches off right from the Avenida Central), and Calle 30 Este. This part of the city is known as La Exposición because of the International Fair held here in 1916 to celebrate the building of the Canal. Calle 30 Este will lead down to the Avenida Balboa along the waterfront. The Santo Tomás hospital is here and on a promontary jutting out from this popular promenade is a great monument to Balboa, who stands on a marble globe poised on the shoulders of a supporting group.

A visit is usually paid to Old Panamá and its ruins, 4 miles away. A concrete highway to it runs parallel to the sea. Old Panamá, founded in 1519 by Pedrarias the Cruel, was the point where gold from Peru was unloaded and kept in the King's Storehouse. There it was loaded on to mules and transported across the Isthmus to Nombre de Dios and Portobelo for shipment to Spain. In January, 1671, the pirate Morgan and his men looted and destroyed the city. Because it was a place difficult to defend, the City was refounded on its present site.

Today the visitor can wander among the ruins of the Cathedral, its plaza with moss-covered stone pillars and what remains of old government buiidings. The King's Bridge, the starting point of the three trails across the Isthmus, still stands. Past the Plaza and near the sea is what remains of San José, where the golden altar was. At one side are the dungeons where, according to tradition, prisoners were drowned by the rising tide.

On the way back to Panamá the tourist can see the beautiful outlying residential districts, which include Bella Vista, La Cresta, and El Cangrejo. There is a glorious view of the sea and bay from the summit at La Cresta. There is an excellent drive along the beach past the new United States Embassy, the Santo Tomás Hospital, and the monument to Balboa.

At the foot of Ancon Hill stands the Instituto Nacional. The new University City is on the Trans-Isthmuan Highway.

Industries : Breweries, mineral water factories, shoe and furniture, potteries, cement plant, cigarette factories and others.

Climate : The Isthmus is only 9° N of the equator, but prevailing winds keep

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the temperature like late spring or early summer most of the time. The mean temperature in the City is 78.7°F., with a maximum temperature record of 97° and a minimum of 63°. The average rainfall in the area is 69.14 inches a year.

Hotels : El Panamá, first-class resort hotel ; Single rooms $8.00 up. Colombia, $4.00 to $6.00 ; Colón, $2.50 to $3.50 ; Central, $4.50-7 ; Hotel Internacional, single, $6 to $8, double, $8 to $10, without meals ; all rooms have shower or bath ; Roosevelt.

Restaurants at the Roosevelt and International Hotels ; Rancho Beer Garden ; Atlas Beer Garden ; Skychef ; El Panamá Hotel where, besides restaurant, there is a Coffee Shop (snacks and light meals and soda fountains) open day and night ; Tocumen Airport restaurant, run by El Panamá Hotel, is open day and night.

Cafes : The Restaurant El Gran Oriente specializes in Chinese dishes ; the Drive Inn restaurant on Via España, O.K. Amigo, opposite El Panamá Hotel.

Native Dishes : See under Colón.

Cabarets : Happyland Cabaret (Night Club), Central Avenue (3 shows nightly at 9.30, 11.30, and 1.30 a.m.). Has police protection ; no cover charge, no admission charge, no minimum charge. Ritz Cabaret, Central Avenida, similar to above.

Distinctive Merchandise : Alligator-skin purses ; pocket books ; imported French perfumes at reasonable prices ; imported English Chinaware ; imported woollens for men and ladies' suits ; Fine Italian glassware ; Indian and Chinese imported lines, etc.

Taxis : Most taxis have taximeters registering $0.30 on entering, plus 10 c. for each 1/3 mile regardless of number of passengers. The adventurous will board one of the numerous small buses nick-named " chivas," (goats). These charge from .5 c. to 20 c. per person, according to distance, are not very comfortable but take you any place.

Bathing : The Olympic swimming pool ; also Cabana Club at El Panamá Hotel Panamá City. Santa Clara beach is 75 miles away.

Theatres : There are occasional performances at the National Theatre. The usual cinemas.

Casinos : " In the Sky," atop El Panamá Hotel ; rigid government supervision ; roulette, dice, 21, slot machines, poker.

Clubs : Unión (admittance by members' introduction only) ; Rotary ; Lions Club, Miuras Club ; Cámara Internacional de Jóvenes, Panamá Chapter of the Junior Chamber of Commerce ; Panamá Rod and Reel Club ; American Public Relations Association.

Golf : Panamá Golf Club ; Amador Golf Club, Miraflores.

Fishing : Mackerel, red snapper, sail fish and other species. Boats for charter at El Panamá Hotel.

Horse races (pari-mutuel betting) are held each week-end at the Juan Franco track. A new race track is now being built. For those who like cock fights there is a " gallera " or cockpit in a building a few doors to the left of Central Avenue and Via España, and fights are usually in progress Saturdays, Sundays and holidays with admission free.

British Embassy : Avenida Balboa, Exposition Grounds.

Banks : The Chase National Bank of the City of New York ; National City Bank of New York ; Banco Nacional de Panamá ; Panamá Bank & Trust Co., Inc. ; Banco Caja de Ahorros.

Cables : All America Cables & Radio, Inc., Av. Central ; Tropical Radio, 59 Central Avenue.

Rail : Five trains daily to Colón.

Airport : The civilian airport is at Tocumen, 16 miles from Panamá City.

Other Excursions : The Tourist Bureau in the Chamber of Commerce Building facing the Exposition Grounds on Avenida Cuba is extremely helpful. See under Balboa for trips to Taboga Island and the Pearl Islands. A good excursion—a 2-hour drive through picturesque jungle—is to Madden Dam. The drive runs from Balboa along the Gaillard Highway and near the Canal. At Albrook Field there is a U.S. Government Canal Museum. Beyond Fort Clayton there is a fine view of the Pedro Miguel and Miraflores Locks. Beyond Pedro Miguel town a road branches off to Summit, where there are experimental gardens containing tropical plants from all over the world. (There is a railway station at Summit, so the journey can be done by train). The road to Madden Dam crosses the Cruces trail (old cannon mark the spot), and beyond is deep jungle. Madden Dam itself, controlling the waters of the

turbulent Chagres and forming a reserve of water for Gatún Lake, is 23 miles from Panamá City. Fort San Lorenzo, on the Atlantic side (see under Colón).

The Inter-American Highway runs from Panamá City west to David (287 miles) and to within a few miles of the Costa Rican border. Some tourists visit the interior for the excellent fishing in the rivers ; some for the hunting ; some for bathing at the resorts. Many who live at the Pacific end of the Canal spend their week-ends in the mountains, at such places as El Valle, or visit the Chiriquí highlands during the holidays. The fiestas in the towns are well worth seeing, though none of them can hold a candle to the famous carnival at Panamá City, held on the four days before Ash Wednesday. During carnival the women wear the Pollera dress, with its " infinity of diminutive gathers and its sweeping skirt finely embroidered," a shawl folded across the shoulders, satin slippers, tinkling pearl hair ornaments in spirited shapes and colours, and the *chácara*, or small purse. The men wear a montuno outfit : native straw hats, embroidered blouses and trousers sometimes reaching only below the knee.

The Holy Week ceremonies, however, are at their most spectacular in the interior. The peasants, some of them Indian, come down from the mountains dressed in their regional costumes. Images of the Saviour and the Virgin and the saints are borne aloft—processing little children, with angel wings sprouting from their shoulders, scattering flowers before them. On Holy Saturday, Judas is carried through the streets ; early on Sunday morning, after Christ risen has met Mary and the Beloved Disciple, Judas' last testament is read in the main Plaza : a merrily pungent document aimed at the sins and follies of local residents. The effigy is then burnt. At Villa de los Santos the farces and acrobatics of the big devils—with their debates and trials in which the main devil accuses and an angel defends the soul—the dance of the " dirty little devils " and the dancing drama of the Montezumas are all notable.

There are, too, the folk-tunes and dances. The music is cheerful, optimistic, frank : the contagious rhythms of the African blended with the melodic tones and dance-steps of Andalusia to which certain characteristics of the Indian pentatonic scale have been added. The *tamborito* is the national dance. Couples dance separately and the song—which is sung by the women only, just as the song part of the *mejorana* or *socavon* is exclusively for male voices—is accompanied by the clapping of the audience in time with the music and three kinds of regional drums. The mejorana is danced to the music of native guitars and in the interior is often heard the laments known as the *gallo* (rooster), *gallina* (hen), *zapatero* (shoemaker), or *mesano*. Two other dances commonly seen at fiestas are the *punto*, with its promenades and foot tapping, and the *cumbia*, of African origin, in which the dancers exchange lighted candles and strut high.

The Guayamí tribes of Chiriquí Province meet around February 12 to transact tribal business, hold feasts and choose mates by tossing balsa logs at one another ; those unhurt in the contest are allowed to select the most desirable women. They usually know in the towns of Chiriquí where and when the contests are held.

Where the road crosses the savannas, there are open pastures and fields where clumps of beautiful trees—bushy, intensely green

mangoes, and parasol shaped palm groves—alternate with grass. Double strips of forest form living corridors along the river banks, so that rivers can be anticipated from far away. One passes through the humble rural villages with their thatched huts, and the towns, so reminiscent of Andalusia and Estramadura.

The first 70 miles from Panamá City is good concrete. From Río Hato to Santiago is badly pot-holed, rutted, narrow and twisting and with single-lane bridges. From Santiago until it ends within a few miles of the Costa Rican border it is fairly good gravel.

On the border of the Canal Zone, 14½ miles from Panamá City, is the small town of Arraiján (1,857 people). On 13 miles is La Chorrera (8,626 people) ; a branch road (right) leads in a mile or so to a waterfall (fiesta : March 30). On 12 miles, amongst hills, is the old town of Capira (637 inhab.). We pass through the orange groves of Campana and then twist down to Río Sajalises (bathing) and the low-level plains. On through Bejuco and Chame (good inn) to San Carlos (438 people) ; (Hotel *Rio Mar*), near the sea ; good river and sea bathing. Three miles on a road (right) leads, after a few miles, to a climb through fine scenery to the summit of Los Llanitos (2,600 ft.), and then down 600 feet to a mountain-rimmed plateau on which is comparatively cool **El Valle,** a small summer resort for people from the towns. *Club Campestre* and *El Greco* Hotel.

We leave Panamá Province at La Ermita and enter Coclé, whose large tracts of semi-arid land are used for cattle raising.

Santa Clara, with its famous beach, 75 miles from Panamá City, is the usual target for motorists : fishing, launches for hire, riding and hunting (*Phillips Cabins*, week-end for 4, U.S.$5.00 each). About 18 miles beyond is Antón (1,884 people) : it has a special confection, manjar blanco. On 12 miles is the capital of Coclé : **Penonomé** (3,531 people) an old town even when the Spaniards arrived. An advanced culture here, revealed by archaeologists (things found are in National Museum, Panamá City) was overwhelmed by volcanic eruption. In another 11 miles, passing a number of anthills, 5-6 ft. high and as hard as cement, we come to Natá (1,481 people), an important place in colonial days ; old church and other colonial buildings. A few miles beyond we enter the sugar area and come to (6 miles) **Aguadulce** (4,395 people) ; its port is 3 miles from the town ; native pottery for sale ; large salt-beds nearby. On the way to (14 miles) Divisa, just beyond the large Santa Rosa sugar plantation, a road leads off right to the mountain spa of Calobre, 23 miles from Aguadulce ; hot springs ; grand mountain scenery. From Divisa a road leads (left) into the Azuero Peninsula through Parita (1,200 people ; colonial church) ; Chitre (7,476 people), capital of Herrera Province ; Los Santos (2,604 people), an old and charming town of cobbled streets in Los Santos Province ; and Las Tablas (2,678 people), capital of Los Santos. From Divisa to Las Tablas is 42 miles ; the road runs on nearly 8 miles to the port of Mensabé. This is one of the best areas in Panamá. A visit to Ocú (1,116 people), about 20 miles W of Chitre by road into the mountains, is of great interest, for many inhabitants of this colonial town still wear traditional dresses, and particularly during the fiesta to its patron saint, San Sebastián, Jan. 19-24.

Hotels : At Aguadulce : Internacional ; at Chitré : Florida ; at Ocú : Posada San Sebastian.

Our road from Divisa to Santiago, the next town, 23 miles, is uphill part of the way. It runs across the Province of Veraguas, the only one which lies across the whole isthmus and has seaboards on both oceans. **Santiago** (5,663 people), capital of the Province, is well inland. One of the oldest towns—it has an ancient church—in the country, in a grain-growing area. The National Normal School was moved to it in 1914. See (4 miles away) the fine, rich old church at the village of Atalaya. Hotels : *Plaza ; Magnolia ; Del Moxal.*

The road runs on through Soná (2,037 people) in a deep, fertile valley, and Remedios (968 inhab.), the largest stock raising centre in Panamá, to

David, 14,969 people, capital of Chiriquí Province, rich in timber, coffee, cacao, sugar, rice, bananas and cattle. The third city in the Republic, it was founded in colonial times and has kept its traditions intact whilst modernising itself. Farmers from the countryside sell a wide variety of things in its colourful market. A river winds through the town, which has old churches, a fine park and beautiful precincts. Pedregal, its port, is 5 miles away. Fiesta : March 19.

Hotel : Nacional.
Clubs : David ; Lions.
Chiriqui railway N to Boquete ; W to Pedregal, Concepción, and Puerto Armuelles ; 115 miles.

Inland from David are the deeply forested Highlands of Chiriquí, whose highest point is El Volcan (11,000 ft.). The region favours coffee, fruit and flowers and is very beautiful, with delightful mountain streams for bathing and fishing. There is good hunting, too, of tapir, puma, jaguar, peccary, deer, wild hog, ocelots and tigrillos, and shooting of rabbits and a large variety of game. (Permit necessary for using guns). There is also some camping. Both a road and a railway go from David to the mountain village of **Boquete,** at 3,000 ft., on the slopes of El Volcan. It enjoys a spring-like climate the year round and has many attractions for the holiday-maker : good lodging and board, excellent river bathing, fishing, riding, hunting, and mountain climbing. Around is a beautiful panorama of coffee plantations, orange groves, and gardens which grow the best flowers in the country.

Hotels : Panamonte ; Wing.

The road (and a railway) goes on from David to **Concepción** (14 miles ; 3,455 people), a point of departure for those who hunt and fish in the Highlands. The road comes to an end, but the railway goes on to **Puerto Armuelles** (5,508 people), the port through which all the bananas grown in the area are exported. Puerto Armuelles and Bocas del Toro are the only ports in the republic proper at which ocean-going vessels habitually call. Vessels anchor in deep water close inshore.

Hotel at Bocas del Toro : Copa.

Across the Cordillera from David, on the Caribbean side, are the once thriving but now depressed ports of Bocas del Toro, on Colón or Drago Island, and Almirante, on the SW side of Almirante Bay, the H.Q. of the United Fruit Company. The banana plantations, destroyed by disease, have been used to grow abacá and cacao, but are now being planted again. No tourist ever goes there, but Bocas del Toro can be reached by COPA, from Tocumen Airport, and from Colón (160 miles) by local coasters or by a weekly motor-launch.

ECONOMY.

Panamá is basically dependent for its income upon its exportable agricultural and fishing products, but these are few, and imports are nearly five times greater than the exports. The gap is closed by large invisible exports. Since 1914 Panama's main income has been derived from selling the services of its citizens to the Canal Zone ; from the money spent in the Republic by United States employees and military personnel of the Zone, merchant seamen and tourists ; and from annual sums realized during registration and the miscellaneous fees collected by consular services from the country's enormous registered merchant fleet. Such an excessive dependence upon the Canal Zone has its dangers.

The soil is fertile, the vegetation luxuriant, and 54.7 per cent. of the economically active population works on the land, but little of the forest has been cleared for cultivation, which is still very primitive. (Better class Panamanians have no great aptitude for the soil and prefer the towns). Result : in 1950 Panamá imported about 60 per cent. of the food it eats. Since then the Government has encouraged agriculture, and the percentage is now down to 14. Shortages of rice (the basic food), sugar, and meat have disappeared, and the exports of three of the main items—bananas, cacao, and abacá—have been increased. A foreign organisation—the United Fruit Company—is responsible for growing and exporting most of the three.

Bananas now come mostly from the Pacific lowlands, and are most largely shipped from Puerto Armuelles, in Chiriquí province. There are smaller estates on the Caribbean side in Colón province : near Lake Gatún, at Portobelo, San Blas, and at Armila (Darién), near the Colombian frontier. The United Fruit Company is now replanting the great estates near Almirante (Bocas del Toro) which were lost through disease for 20 years. Bananas are 63 per cent. of the exports by value.

It is the fishing industry which provides the second most valuable export : fresh shrimps for the United States.

Cacao, a little over a third as valuable as the shrimp industry, is grown by the United Fruit Company on derelict banana lands near Almirante. It is also grown in Chiriquí, on the Pacific side. The beans are dried and shipped unprocessed.

Exports of **abacá** (Manilla hemp) are increasing. Most of it comes from Bocas del Toro. And there is a small export of excellent **coconuts** from the islands and coasts of the Gulf of San Blas.

Sugar, some of it panela, is produced on the Pacific side westwards from the province of Coclé. There is now a considerable distillation of industrial alcohol and some export of high grade refined sugar. **Coffee** of a good grade from the volcanic soils of Chiriquí and from Veraguas now supplies all the local demand and there are exports. **Rice,** from the coastal regions and the lower hills, is the country's major crop. Enough yucca and maize is grown to supply the demand. Both beans and potatoes are imported to supplement the crops. Peanuts have now been planted to help alleviate the shortage of fats and oils.

There are 578,200 **cattle,** most of them of small native breed with a proportion of improved stock, mainly in the savannas of Coclé and

Chiriquí. There are now no imports of meat, and there are small exports of hides. There has been a great increase in dairy farming. Hogs number 214,600. There is a modern abbatoir in Panamá City. The agricultural school at Divisa and the U.S. point 4 agency are engaged in improving the breeds of cattle and hogs.

Hardwoods : Some of the hardwood is produced in Darién, where there are four sawmills. The largest has been producing and exporting mahogany and mahogany logs, while a smaller sawmill produces Tangaré lumber, used for construction and to make boxes for local industries.

On the Pacific coasts of the Province of Veraguas there are extensive forests of valuable hardwoods, including mahogany of a very fine class, and also a somewhat similar wood called María or Santa María. The mahogany is greatly superior to that found elsewhere in the Republic. Other hardwoods, particularly those used for veneer, mainly mahogany, are now being exported to supply the demand for tropical fancy hardwoods used for interior decorations.

Mahogany export, 1955—3,227,375 cubic ft., value, $487,882 ; other woods 1,851,666 cubic ft., value, $200,376.

Minerals : Gold is found in small quantities in every river, and has been mined in Veraguas Province. There is some mercury at Las Minas. Sulphur is also found but not exploited.

Main exports, 1954 and 1955 :

	1954		1955	
		$		$
Bananas, stems	5,699,809	9,918,343	7,017,042	12,301,148
Shrimps, m. tons ..	1,850	2,044,429	1,920	2,717,193
Cacao, m. tons	2,647	1,766,331	1,401	976,287
Coffee, m. tons	—	—	634	781,500
Abacá, m. tons	1,643	649,932	1,782	703,586
Mahogany, m. tons ..	6,499	400,956	7,463	487,882
Sugar, m. tons	3,188	378,150	—	—
Coconuts, units	6,043,200	301,219	5,795,800	290,978
Cement, m. tons	8,431	147,475	5,226	108,429
Ipecacuana, m. tons ..	14	128,176	11.6	107,333

International Trade : Of the imports, 71 per cent. by value are manufactured articles ; 16 per cent. are food products.

	Exports	Imports
1953	$15,495,282	$71,600,929
1954	$16,308,129	$72,620,601
1955	$19,281,795	$75,684,653

The U.S. supplied 59 per cent. of the imports and took 95.4 per cent. of the exports in 1955.

Public Debt. :—External, 11,632,338 balboas ; Internal, 26,658,655 balboas.

INDUSTRIAL DEVELOPMENT.

Brewing, distilling, the making of cooking oil, soap, candles, ceramics, shoes, perfumes, and hats are on a minor scale. Three large and two small bottling plants make soft drinks and ice-cream. Salt is got by evaporation of sea water at Aguadulce. Alcohol is distilled on the sugar estates. The National Distillers, Inc., supplies most of the Bourbon whisky consumed, and also rum and distilled gin of good quality. Three factories at Panamá turn out men's tropical clothing. Most furniture is made locally of mahogany and other native hardwoods. The Nestle and Anglo-Swiss Milk Company supply part of the local market with canned milk from Natá, Coclé Province. There are dairy farms within easy reach of the cities. Shoe manufacturers supply 70 per cent. of local demand. A cement

factory meets all local requirements and exports cement. The local Clay Products Company makes bathroom fixtures, toilets, wash-basins, etc., and is also exporting. There are edible oil and soap factories in Panamá City. There is a nail factory, and a Trucking factory.

Production of electricity in Panamá City was 96,550,000 kWh., and in Colón was 17,114,000 kWh., in 1955. Total installed capacity : 35,000 kW., in 1955.

INFORMATION FOR VISITORS.

How to get there : From Panamá there are frequent steamship services with the principal European and North American ports ; with the Far East, New Zealand, and Australia ; with both the E and W coast ports of South America and Central America, regularly with some, irregularly with others. Direct steamship services with the U.K. are provided by the Pacific Steam Navigation Company ; Royal Mail Lines, Ltd. ; Holland America Line ; Port Line, Ltd. ; Furness (Pacific) Ltd. ; the New Zealand Shipping Coy., and Shaw, Savill & Albion. New York and the East Coast U.S.A. are served by Grace Line, United Fruit Company, and Panamá Railroad Steamship Line. Gulf ports are served by Lykes Line, and United Fruit Company. The West Coast U.S.A. and Canada are served by a number of European as well as American lines. Freighters carrying a limited number of passengers operate in all trades.

Air Services : International airlines connecting Panamá with republics to N and S are : Pan American Airways, BRANIFF, TACA, and the Uraba-Medellín Central Airways (UMCA), which flies between Balboa and Medellín (Colombia). KLM call at the national airport at Tocumen on their Curaçao-San Salvador route.

There are local flights to most parts of Panamá by the Cía. Panamena de Aviación (COPA). There is a service between Paitilla Airport (Panamá City) and the Comarca de San Blas by the Transportes Aéreos Interiorana, S.A. (TALSA).

Documents : Visitors must have a passport and visa and must give proof that they can support themselves and members of their party whilst in Panamá. A Panamanian Consulate will give the latest information about inoculation and vaccination. All the U.S. citizen needs is a tourist card, which the tourist companies issue.

British **businessmen** are advised to study a copy of " Hints to Business Men Visiting the Central American Republics," issued free on application to the Commercial Relations and Exports Department of the Board of Trade, Horse Guards Avenue, Whitehall, London, S.W.1. The Federation of British Industries has a representative (Maduro, Moses and Rimmington, Calle 34 Ester No. 6-37, Panamá City) ; the U.S. Government maintains a commercial attaché at Panamá City. Business interests are concentrated in Panamá City and Colón.

Clothing : Very light clothing is worn but sun helmets are not much used. January-April are the pleasantest months. Heavy rainfall in October and November.

Health : Conditions are vastly improved in what was once one of the unhealthiest countries in the world. Malaria is now seldom met with, except in remote parts.

The **language** of the country is Spanish, but English is widely understood in the more active business circles.

Living is costly. U.S. employees in the Canal Zone are paid

25 per cent. more than in the U.S. They live in houses provided by the Government, buy what they want duty-free at commissary stores run by the Government or the Government-owned Panamá Railway Company ; they eat at clubs and go to cinemas run by the Government. The armed forces are equally privileged. The Canal employees are well paid, though they now have to pay U.S. income tax. Since prices in the Zone are low, they have surplus money which they either send home or spend in the Republic.

The lottery is nationalised and its profits go to charity. Drawings are held every Sunday morning and are open to all. A complete ticket costs $28, but a 56th part can be bought for 50c. There are three prizes : $56,000, $16,800, and $8,400.

The standard of **currency** is the gold " Balboa," as yet uncoined. The only national currency in circulation is silver. Panamá is one of the few countries in the world which has no paper money. The Balboa, a silver coin on a par with the U.S. dollar, is the highest denomination of currency. Lesser coins include the **medio,** worth about 2½ cents U.S. and now becoming rare ; the **real,** valued at 5 cents ; a coin similar to the quarter, the half-dollar and the centissimo, worth 11.4 cents. All the silver money is used interchangeably with U.S. currency and the latter is used entirely for larger sums. There are no currency or import restrictions.

The **metric** system is official. The vara is in use, and English weights and measures are commonly understood. The U.S.A. gallon, five-sixths of the English gallon, is used for liquids.

Panamá is in the Postal Union, and foreign letters are handled at Panamá, Colón, and Bocas del Toro.

Foreign Postage :—To the following countries, 3 cents from Canal Zone, 3 cents from Panamá Republic : All South and Central American Republics, Spain and Spanish possessions, Cuba, Dominican Republic, United States and Possessions, Canada, Newfoundland and Samoa.

Other foreign countries, including the United Kingdom, 5 cents.

Air Mail rate : To the U.S.A., 6 cents each oz. To Europe, 21 cents first half oz., 15 cents each oz., thereafter.

There are also regular Air Mail services to the West Indies and to countries of Central and South America, as well as to the interior of Panamá (David, Province of Chiriquí).

Air Mail from U.K. : see page 28. Great care should be taken to address all mail for towns outside the Canal Zone as " Republic of Panamá," otherwise they are returned to sender.

Inland letters, Canal Zone, 3 cents per ounce ; Panamá Republic 3 cents. The U.S. Government has a **wireless station** at Gatún which is open to commercial traffic ; such messages are handled through the Government telegraph offices. The Telegraph and Cable Companies are given under the towns in which they operate.

Telephone calls can be made between the U.K. and Panamá.

The " Star and Herald " and the " Panamá-American " (Panamá) are the two largest daily **newspapers** (English and Spanish). Other papers are " La Nación " (daily, English and Spanish) ; " Mundo Grafico " (Spanish weekly) ; the " Gaceta Oficial " ; " Panorama " (weekly, Spanish) ; " Colón News " (weekly, English and Spanish) ; and " La Hora " (daily, Spanish).

PUBLIC HOLIDAYS.

January 1 : New Year.
January 2 : Constitution Day.
January 21 : Foundation Day.
May 1 : Labour Day.
July 24 : Bolivar Day.
October 12 : Discovery Day.
November 2 : Memorial Day.
November 3 : Secession from Colombia.
November 4 : Flag Day.
November 28 : Independence from Spain.
December 8 : Mother Day.
December 25 and 26 : Christmas.
Carnival : Mon. aft. and Shrove Tues.
Easter : Holy Thurs. aft. and Good Fri.

Flora and Fauna :—The vegetation is practically that of a tropical rain forest, and the species of flowering plants probably exceed 2,000.

Of mammals, the chief are opossums, sloths, ant eaters, armadillos, peccaries, deer, tapir, olingos, rats, tayra, agoutis, pacas, squirrels, rabbits, racoon, coati, ocelot, jaguarondi, jaguars, bats, night monkeys, howling monkeys, white-throated capuchin monkeys, and the spider monkey. There is a biological station at Barro Colorado in connection with the National Research Council, Washington, D.C., U.S.A. The Panamá Canal has an experimental garden, open at certain times to visitors, at Summit, C.Z.

Alligators abound in the creeks of the coasts. Duck and other migratory birds are plentiful in season. The Pacific Coast teems with fish of many kinds. Sporting trips of several days' duration can be made in comfortable motor boats at moderate prices, and expert fishermen are available at moderate charges.

British Representation in Panamá :—There is a British Embassy in Panamá City at Edificio de la Caja de Ahorros, Calle 1, (Postal address : c/o British Consulate, Box B, Balboa Post Office. Canal Zone, Panamá). The Ambassador is Mr. I. L. Henderson.

There are consulates at Colón and Panamá City.

Panamá's Representatives in Britain :—Panamá's Embassy is at 5 Maitland Court, Lancaster Terrace, London, W.2. The Ambassador is Sr. Dr. Roberto Arias.

The Consulate General is at 20/21 Lawrence Lane, London, E.C.2. There are Consuls General at Liverpool and Dublin, and consulates at Birmingham, Glasgow and Newcastle-on-Tyne.

The **United States** of America is represented in Panamá by an Ambassador and Consul at Panamá City, and a Consul at Colón.

(This chapter has been revised by The Pacific Steam Navigation Company's offices at Cristobal and Balboa, C.Z., Sr. Shaw de la Ossa, of the Tourist Commission, Mr. James M. Ford, of the Ford Co., Inc., and Mrs. Audrey Kline, Director of Public Relations at "El Panamá" Hotel.

British Honduras

BRITISH HONDURAS, on the Central American mainland facing eastwards across the Caribbean sea, with Mexico to the N, and Guatemala to the W and S, has an area of 8,867 square miles (slightly larger than Wales), but a population of only 81,000. It is the only British territory in Central America. Its greatest length is 174 miles, its greatest width 68 miles. From 10 to 40 miles off the coast an almost continuous line of coral reefs and 'cays' shelter it from the rough Caribbean seas. The coast lands are low and swampy. In the N the land is flat and little above sea-level, but S of Belize there is a central mountain massif with a general elevation of between 2,000 and 3,000 feet. In the eastern part of this massif are the Maya Mountains, not wholly explored; the Cockscomb Spur here rises to a peak of 3,700 feet. To the W are some 120 square miles of pine ridge, with large open spaces and some of the best scenery in the country. The many rivers were until recently the only means of communication. One of them, the Belize, is navigable by motor boats with enclosed propellors for a distance of 120 miles; it is down this river that most of the mahogany is floated to the capital.

British Honduras is fortunate in its **climate.** For most of the year, trade winds blowing inshore off the Caribbean keep the temperatures down to a tolerable level. Shade temperature is not often over 96°F even in the hotter months of May to October. Inland, in the W, day temperatures may be over 100°, but the nights are cooler. Between November and February there are cold spells during which the temperature at Belize may fall below 50°, though the mean for this period is 70°. The hurricane season is from June to November.

There are sharp annual variations of rainfall—there is even an occasional drought—but the mean at Belize is 62 inches, with about 47 in the N and a great increase to 172 inches in the S. An abundant rainfall, coupled with high temperatures, accounts for the fact that 92 per cent. of the land is forested.

The **population** is estimated at 81,000. Some three-fifths of them are English-speaking peoples of mixed Negro and white blood: the "Creoles". They predominate in the capital, where there are also many Syrians and Chinese and people of Latin extraction from neighbouring republics and a small number from Europe and the United States. The northern and western districts are inhabited mostly by the Spanish-speaking descendants of Spaniards and Maya Indians. Caribs predominate in the southern districts of Stann Creek and Toledo, and in the deep S there are large settlements of Maya Indians. There are not more than 200 men, women, and children of unmixed white stock. The birth rate is 43.6 and the death rate 10.8 per thousand. Infant mortality is 99.3 per thousand births.

The most striking thing about the country is its emptiness: so

few people in such a large territory. It is only in relation to the Colony's history that this phenomenon becomes understandable. Deep in the forests of the centre and S are many ruins of the Old Mayan empire which flourished here and in neighbouring Guatemala from the 4th to the 9th century and then somewhat mysteriously emigrated to Yucatán. It has been estimated that the population then was ten times what it is now, but this is guesswork. What the Old Mayan empire did prove beyond doubt was that it is possible to create successful communities in tropical forest areas.

Cortés may have passed through the south-western part of the Colony on his expedition to Honduras in 1524, but the Spaniards had a horror of forest and did not settle. The Colony became known to Englishmen about 1638, through a shipwrecked crew which later reached Jamaica and reported a wealth of logwood, the source at that time of textile dyes. Englishmen with their Negro slaves from Jamaica came to cut the logs soon after, but their settlement was contested by the Spaniards and Indians of Yucatán and of the Petén district of Guatemala. In 1667 the Governor of Massachusetts sent H.M.S. " King George " to help the colonists. By 1671 the Governor of Jamaica was reporting that the settlement had " increased His Majesty's Customs and the natural commerce more than any of His Majesty's Colonies." By 1678, when the Governor of Jamaica set up a protectorate of the Misquito Coast, the British had become active along the whole Caribbean mainland with settlements at Bluefields and Greytown in Nicaragua, in the Bay Islands off Honduras, and in British Honduras. The synthetic dyes of the 19th century killed the logwood trade, but by that time the Victorian desire to " have one's feet under the mahogany " had opened out a fruitful new enterprise. The mahogany trade was at its height in the twenties. Since then there has been a decline.

For some three centuries the only major activity had been forestry : timber felling and chicle bleeding, both of them seasonal and both of them wasting assets. Trade was mostly with the United States : since 1894 the currency had been linked by law with the dollar. Shipping was mostly routed to North American rather than to British ports. The colonists had neglected agriculture and bought most of their food from the States. When trade with North America declined rapidly they had not the wherewithal to pay for imported food and got into difficulties.

In this colony, according to Mr. A. A. Shenfield, it had become uniquely disreputable to engage in agriculture, at least if some kind of living could be wrung from the forests. This in turn produced a deep-rooted liking for casual and intermittent work, which is well suited to log cutting and forestry but to little else. While a logger worked he may have sweated more than the farmer, but he did not work so often or so long. And while the produce of the forest could be carried to the sea by river, there was no stimulus to produce the roads without which the potential agricultural land of the colony could not be opened up ; nor could roads be of great use to forestry before the days of suitable and reasonably cheap road vehicles ; nor could lumber alone support the expense of roads. It is thus only in the last few years that the beginnings of a true road system have

been established.

The central problem is how, in the face of tradition, to become self-sufficient in food. Necessity is forcing the colonists to grow themselves what they can no longer buy from abroad, but the transformation is slow. It could be greatly hastened by the immigration of farmers from the overpopulated West Indies. Money wages in the Colony are high ; real wages are low. Immigration would bring money wages down, but would raise real wages.

" What is disconcerting is that this situation arises just when, at last, the colony is on the threshold of significant economic development. Though it is true that apart from one area it has no great tracts of land suitable for plantations or estates, it has in the aggregate much good land on which, with the requisite immigration, a great new agricultural development could take place. The economy of the colony could be lifted on to an entirely new plane." (A. A. Shenfield).

But there are signs that the attitude which created this situation is changing.

But to return to the history of the Colony :

In 1717 the Board of Trade asserted the absolute right of Great Britain to cut logwood. Next year the Spaniards tried to conquer the settlement, and got as far as " Spanish Lookout " on the Belize River, which they fortified. In 1754 another attempt was defeated, " principally by slaves ", at a place called Labouring Creek. In 1779 St. George's Cay was attacked and a great many settlers were carried off to Mérida and thence to Havana. By the Treaty of London in 1786 Great Britain ceded to Spain her rights in the Misquito coast in return for Spanish recognition of the existing settlement in British Honduras. But war broke out between the two countries in 1796. A battle at St. George's Cay, 1798, was a decisive defeat for the Spaniards.

When the Indians of Yucatán rebelled against Mexico in 1849, many Spaniards fled to the northern part of British Honduras and settled there. Even after the rebellion had been put down in 1867 the Indians made several raids into the Colony until Imperial troops put an end to them.

In 1675 the King gave a ' constitution to the people ' founded on their ancient customs, the most important of which were legislating by public meetings and the annual election of magistrates by free suffrage. British Honduras was officially " a Settlement " until 1862, when it was titled a " Colony ". Nine years later, in 1871, it became a Crown Colony. In the political constitution of Guatemala an article declares British Honduras to be Guatemalan territory and confers Guatemalan citizenship on those who care to claim it. H.M. Government has declared its willingness to submit the dispute to the International Court at the Hague, but Guatemala will not agree to this. In 1948 Britain moved warships and troops to the Colony to thwart a reported preparation for attack from Guatemala. The attack did not take place.

As a result of constitutional changes in 1954, the Legislative Assembly, which replaced the Legislative Council, consists of a Speaker (appointed by the Governor), 9 members elected on a basis of universal adult suffrage, 3 nominated unofficial members and 3 *ex officio* members. The Executive Council consists of the 3 *ex officio* members of the Legislative Assembly and 6 members elected by the Assembly from amongst their number, 2 being nominated and 4 elected members. Elections for the Assembly were held in April, 1957, and the People's United Party won all the 9 elected seats.

Governor and Commander-in-Chief : Mr. Colin Hardwick Thornley, C.M.G., C.V.O.

Internal Transport : Apart from the roads mentioned elsewhere in the text there are a number of trails, maintained principally by the Forest Department for fire-fighting. Such vehicles as jeeps can travel over these in dry weather. Nevertheless, a great deal of the internal and coastwise transport continues to be by sea and river.

There are no tramcars or omnibus services in the towns. Passenger transport between them is by motor car or bus, and goods are carried by motor trucks and drays. Coastwise transport is by motor vessels

and sailing boats.

The Burdon Canal connects the Belize and Sibun Rivers. Another canal connects the Sibun River with Northern Lagoon.

Belize : Most people now reach Belize, the capital, by air. One flies in over the Cays, and sees an over-sized village, compact and surrounded by marshes. The 10-mile tarmac road from Stanley Field airport is a single track, with passing bays. Most of the houses in Belize date from 1931, when a hurricane blew the sea in a huge wall of water across the town. They are built of wood, with galvanised iron roofs, and for the most part stand on piles about seven feet above the ground, which is often swampy and flooded. Ground-floor rooms are used as kitchens, or for storage. There is no sewerage, no water laid on in the poorer quarters ; water is got by catchment or by queuing in the morning at taps. The population is 28,000—29 per cent. of the total population. The Negro strain predominates. In the centre of the town is the " Battlefield," a piece of open ground where crowds gather in the evening to hear local orators. It is a bright little town. For the tropics the climate is both cool and healthy. Humidity is high, but the summer heat is tempered by the NE trades.

Coming in by sea, after passing the barrier reef, Belize is approached by a narrow tortuous channel. This and the chain of mangrove cays give shelter in what would otherwise be an open roadstead. Vessels have to anchor from one to four miles off-shore according to their draught.

Belize is the nearest deep water port to the district of Quintana Roo (Mexico), and is the port from which most of its produce is exported.

Hotels : Fort George Hotel compares with the more luxurious Caribbean hotels and has much the same tariff. £3 to £4 a day, including meals. Palace Hotel : several boarding houses.

Bank : The Royal Bank of Canada, at Belize ; Barclays Bank (D.C.O.), at Belize and Stann Creek.

Baron Bliss Institute : See the carved Maya monuments from Caracol.

Attractions for the visitor include fishing : trolling for blue marlin, tarpon and other big fish ; rod and line fishing for barracuda, mackerel, bonito, snapper and smaller fish ; trips to the cays and coral reef ; swimming (with spear-gun fishing) ; hunting (jaguar and deer) ; visits to Maya ruins and golf at Almond Hill Country Club. There are tennis courts in some private houses.

The **Cays** off the coast are most attractive. They are used by holiday campers from February to May and in August. Bungalows are cheap and the fish unlimited. From many of the holiday villas extend pens or " crawls " to protect the bather from prowling sharks or barracudas. The most popular as a week-end resort is the picturesque little St. George's Cay, 9 miles NE of Belize. There is bathing, fishing and boating. A former capital, it was the scene of the battle in 1798 which established British possession.

There are 212 square miles of Cays. The larger ones are Turneffe Island and Ambergris, Caulker, and English Cays. Some have such picturesque names as Hut Cay, Blackadore Cay, Hen and Chicken, the Triangles, and Laughing Cay. Fishermen live on some ; coconuts are grown on others, but many are uninhabited swamps.

Two roads penetrate the country from Belize : one to the N and another to the SW. The northern road runs to (69½ miles) **Orange Walk,** which has a population of 1,400 Spaniards, Creoles, and Mayan Indians whose living is got from timber, sugar planting, tobacco, general agriculture and chicle bleeding. A district trade is done with Mexico. In the Orange Walk District is a large Old Mayan ceremonial site, named Nohochtunich on account of the enormous masonry slabs used in a stairway up one of the pyramids.

The road runs another 28 miles to **Corozal** (96 miles from Belize), and on for 8 miles to the Mexican frontier, where a ferry across the Río Hondo connects with a road from Chetumal, in the Mexican Quintana Roo. Corozal, with a population of 2,200, is the second most important town in the Colony. It is open to the sea. Buses run several times a week to Belize. The main products of Corozal district are sugar, rum, corn, citrus and coconuts.

The south-western road runs through high canopied forest to **El Cayo** (91 miles) and the Guatemalan frontier. It passes through villages with such striking names as Tea Kettle, Fire Ball, and More Tomorrow, where Spanish-speaking natives peddle snake skins and live iguanas, which are said to taste like chicken. El Cayo is populated by 1,600 Indians, Creoles and Syrians. It stands at 200-250 feet, and the summer heat is trying. There is now an appreciable banana industry in the area. It is a good base for excursions into the Mountain Pine Ridge, some 120 square miles of well-watered, undulating country rising to 3,000 feet.

El Cayo is on the eastern branch of the Old, or Belize, river, which is navigable almost to the Guatemalan frontier. The river journey, 121 miles from Belize and broken by many rapids, is done by light motor-boats with specially enclosed propellors in from 2 to 7 days, according to the season. It needs considerable ingenuity to negotiate the numerous " runs ".

Nine miles up-river from El Cayo—beyond a series of impassable rapids—is **Benque Viejo,** a mile from the Guatemalan frontier. A road connects the two towns. Population, 1,300. There are Mayan remains at Xunantunich, in the neighbourhood, notably one of the best preserved and most imposing mask panels so far found in the Maya Old Empire area.

Along the south-western road, at Creek, 48 miles from Belize, the Hummingbird Highway branches off SE through Middlesex to Stann Creek, another 45 miles : a total of 93 miles from the capital. **Stann Creek** has a population of 3,500. In this, the most fertile area in the country, are grown citrus fruits, bananas, cassava, and general food crops. It is somewhat exposed to the trade winds.

Eight miles down the coast from Stann Creek is **Punta Gorda,** the port of the Toledo District. It can only be reached from the capital by boat. Its population of 1,400 is preponderantly Carib. The rainfall is exceptionally heavy : over 170 inches. The coast, which is some 10 feet above sea-level, is fringed with coconut palms. The main industries are sugar, bananas, rice, cattle and pigs. There is a road inland to SAN ANTONIO (21 miles) with a 6-mile branch to SAN PEDRO COLUMBIA, both Carib villages in the foothills of the Maya mountains. Up the branch road are the Mayan remains of Lubaantun, once cleared and investigated by the British Museum but now once more engulfed in jungle.

Forest Products.

Forests occupy 8,151 square miles, or about 90 per cent. of the country.

About 46 per cent. of the total land area, or 4,070 square miles is regarded by the Land Use Survey as best suited for forestry. Of this area about 1,390 square miles is in private ownership, 1,099 is Forest Reserve and 1,581 is Crown Land suitable for forest reservation.

Forest produce is 76 per cent. of total domestic exports. Most of the forest workers are Negroes, Creoles, or immigrant Waika Indians. Timber is mostly extracted during the first six months of the year.

The quality of the mahogany, a principal item in the export trade, is the finest known. The trees occur sparsely and this makes logging difficult. There is a progressive depletion of accessible supplies, but the Government has in hand extensive schemes for forest regeneration. The export of mahogany lumber has been stimulated by the installation of a modern sawmill in Belize. Exports of lumber are chiefly to Great Britain, but the logs go to the United States. There is also a re-export trade in mahogany logs shipped from Mexico and Guatemala to the U.S.A.

The sapodilla tree (*Achras sapota*) yields, in addition to hard, elastic, and durable timber, a type of latex called chicle which forms the basis of chewing gum. Axe-handles, door posts, and golf clubs are among the special uses of the wood. Chicle bleeding is carried out during the wet months, July to February : the rains induce a good flow of gum from the trees. There is some re-export trade in Mexican chicle.

The local cedar (*Cedrela Mexicana*) is used to make native boats (pitpans), canoes and launches, and is excellent for that purpose. It is insect-proof, prettily figured, and much used also for cigar-boxes, drawers, and wardrobe linings.

The rosewood, hard, fine-grained, reddish, and durable, is used for inlaying, turnery, and general cabinet work. The trees are fairly large but the pieces sent to market are relatively small.

British Honduras pine, now the most valuable export, has the character of pitch pine and reaches a height of 100 feet. Santa María is heavier and stronger than mahogany and makes strong beams and masts.

Miscellaneous Timbers : Yemerie, resembling poplar in texture, is found near the coast. The durable Nargusta wood is plentiful. Chechem is sometimes misleadingly called " black poisonwood," although the timber is innocuous. It is more abundant than rosewood, of a walnut colour, with black and yellow lines. Ironwood occurs in large sizes, and has a notably fine grain. The local redwood does not rot when buried. Balsa wood, locally called Polak, occurs in scattered concentrations in the southern half of the Colony, but is not abundant. A floss obtained from Balsa seed pods is used as a stuffing. The cabbage-bark and Billy Webb trees supply material for trucks and wheels. The bullet tree makes good posts and sleepers. Logwood is found in the swampy northern areas. Mangrove and fustic are common.

Export : Item	1954		1955	
Logs :	Cubic feet	Value	Cubic feet	Value
Mahogany ..	78,588	$253,494	101,841	$327,554
Cedar ..	51,461	$177,985	34,322	$106,291
Rosewood ..	(tons) 638	$36,382	705	$37,969
Lumber :	bd. feet		bd. feet	
Mahogany ..	5,353,239	$1,306,244	6,675,122	$1,775,575
Pine	9,102,451	$1,458,291	12,826,080	$1,972,173
Cedar	542,912	$123,923	642,892	$173,435
Santa Maria ..	347,664	$47,557	139,342	$18,885
Chicle ..	(lb.) 931,900	$883,475	590,900	$574,581

Agricultural Products.

Only 604 square miles are cultivated. The shallow black or red brown soils of the northern plain overlie marl ; their fertility depends

on their depth and the adequacy of the drainage. The coastal plain consists of infertile leeched sandy clays over which the rivers have laid down narrow ribbons of alluvium. In the S there is a considerable area of fertile undulating country. The central mountains bear deeper soils, but these would be liable to severe erosion if exposed and are therefore unsuited for extensive agriculture. There are large areas of swamp on the plains.

A small Department of Agriculture was formed in 1929 and is established on a district basis. Extension officers are working in each of the five districts. Experimental farms are maintained in all save the Belize district, served partly from the Stann Creek station in the S and partly from the Orange Walk and Corozal stations in the N. Buying centres are the headquarters of the field staff in the outlying areas. They are posted to the areas where agricultural development is most likely.

The principal need is to make the country as self-supporting as possible in the staple foodstuffs that can be grown locally. With this in view considerable attention is given to the production of maize, rice and pulses. The country is normally self-supporting in maize, the principal food of a large section of the population. Small producers keep most of the rice they grow but there is a substantial excess available from the Toledo District in the S. This is bought by the Government and milled in its two rice mills for local distribution, but there are large imports. The root crops and pulses include yams, cocos, cassava, kidney beans, potatoes and black-eye peas.

Agricultural products exported include coconuts, citrus, bananas, and sugar. **Coconuts** are grown in the coastal area and brought to port by river and sea. Hurricanes, unfortunately, take their toll. The annual production is about 10 million nuts. Exports are almost entirely to the United States.

Some 5,000 acres, mainly in the Stann Creek Valley, are under citrus fruit. **Grapefruit** of a high quality is produced. There is a juicing plant in the Valley. About 700 acres are devoted to oranges, tangerines, limes, and lemons. The production of high-class Valencia oranges is on the increase and was 155,025 boxes in 1955-56 ; most of them are juiced.

Bananas grow reasonably well on the many small areas of river alluvium, but the crop is limited by disease. There is a small export of cacao to Mexico. **Sugar-cane** grows vigorously both in the low rainfall areas of the N and in the wetter parts of the S. Production for export comes from the sugar factory in the N ; the small mills in the S make low grade brown sugar. Until 1963 there is a guaranteed quota of 25,000 tons of sugar into the U.K. at remunerative prices but the Colony has failed to profit by this. The production of rum has increased considerably.

Exports.

	1954	Value	1955	Value
Coconuts, No. ..	1,980,900	$118,110	1,824,000	$96,252
Grapefruit, juice, lb.	3,028,500	$273,888	31,557	$289,989
Grapefruit, fresh, lb.	2,447,400	$106,024	29,495	$117,122
Bananas, bunches	985	$513	20,873	$33,930
Sugar, tons ..	904	$145,332	2,110	$333,751

Livestock : Cattle (10,000) are raised for beef ; there is hardly any milk production. In earlier days, when cattle were bred for draught, many Zebu animals were imported and their blood still predominates. Sires of many other breeds, including Red Poll,

Aberdeen Angus, Holstein and Jersey, have been imported and the stock is now very mixed. Good natural pastures scarcely exist and there is need to plant fodder grasses for use during the dry season. Cattle thrive reasonably well but are kept almost entirely on the ranching system. There is no "mixed farming." Pigs (10,000) are widely kept. Berkshire boars, imported from time to time, are used to grade-up the local stock.

Poultry (40,000) are better bred than in some tropical countries. Rhode Island Red, Barred Rock and White Leghorn types predominate. Turkeys do well and are abundant.

Fisheries : Export of lobster and other sea products, 1955—$102,876. (Lobsters accounted for $90,776).

Trade :—Forest produce accounts for 76 per cent. of the total domestic exports.

	Imports.	Total Exports.
1953	$11,767,314	$7,500,332
1954	$11,409,568	$7,287,836
1955	$14,339,799	$8,186,875

In 1955, 33.9 per cent. of the imports were from the U.S.A., and 35.1 per cent. from the U.K. 28.3 per cent. of the domestic exports were to the U.S.A., and 29.4 per cent. to the U.K.

Public Debt :—At the end of 1955 the funded public debt stood at $2,734,400.

Since 1931 the Colony has received a grant in aid of administration from H.M.G. In 1951 the Colony achieved a surplus substantial enough to enable it to stand on its own financial feet again. Detailed control of expenditure has therefore been relaxed by H.M.G. on the understanding that the Colony would pay its way, except for a grant of $200,000 a year for four years (from 1.1.1953) paid by H.M.G. towards the maintenance of the Northern Road.

INFORMATION FOR VISITORS.

How to get there : Belize is 5,700 miles from England, 660 miles W of Jamaica. *Via* Jamaica the sea transit takes about 18 days, but it can be reached more quickly *via* New York and rail to New Orleans, which is three days' steaming from Belize.

Harrison Line freight steamers call frequently with general cargo from the United Kingdom, the principal homeward freight being mahogany and cedar lumber. Canada's Saguenay Terminals, Ltd., run a monthly freight steamer to the Colony. The United Fruit Company's fortnightly freight services from New Orleans are fairly regular, and small Royal Netherlands cargo vessels operate between Cristóbal and Belize and tranship to and from European ports. The only marine passenger service is given by a small steamer plying with Kingston, though small motor vessels take passengers to Puerto Barrios (Guatemala), to ports in Honduras, and to Tampa, Florida. There is, however, a first-class airport, 10 miles from Belize, served by British West Indian Airways ; TACA (Transportes Aereos Centroamericano, S.A.) ; SAHSA (Servicio Aereos de Honduras, S.A.) ; and British Colonial Airlines.

Health : Europeans leading a normal life and taking common precautions find the climate pleasant and healthy. The Colony is relatively free of endemic disease. Malaria, the most prevalent, has recently shown a substantial decrease.

Climate : The NE trades blow throughout the summer, with heavy SE winds in October, and N winds which sometimes reduce the depth of water along the coast by 2 feet from November to February. The average temperature at Belize ranges from 76°F. in January, the coolest month, to 83°F. in August. Rainfall averages 82 inches. The range of rainfall varies from 52 inches in the N to 170 inches in the S. The dry season is due about the end of

February and the wet season about the end of May.

Official time is now fixed at 6 hours behind G.M.T.

The standard **currency** is the British Honduras dollar, which was equivalent in value to the U.S. dollar until the exchange rate was changed to $4.00 to the £ on Dec. 31st, 1949. There is a subsidiary silver currency of 50 cents, 25 cents, 10 and 5 cents, nickel 5 cent pieces, and bronze 1 cent pieces coined specially for the Colony. There is a paper currency of tens, fives, twos, and one dollar.

LOCAL MEASURES.

DRY MEASURE.			LAND MEASURE.		
Un Almud	=	5 quarts.	1 Mecate	=	25 yards sq.
Un Benequen	=	15 „	Task	=	1 day's work.
Un Cargo	=	60 „	WEIGHTS.		
Un Barril	=	110 „	1 Quintal	=	100 lbs.

Sea and air-mail to the United Kingdom is routed *via* Jamaica ; sea mail parcels are sent *via* the United States.

Internal rates and to Canada and the West Indies are 4 cents per ounce ; to countries within the British Empire 5 cents for 1 ounce, and 2 cents per ounce thereafter. To other countries, 6 cents and 3 cents. The postal **telegraph** system is a Government one. The telegraph system is connected by cable across the Río Hondo with Chetumal, so telegraph business is possible through Mexico with countries abroad. Messages for transmission by land line to Mexico are charged the rate of 22 cents per word ; deferred rate, 11 cents. There is a small **telephone** exchange at Belize.

Air mail from the United Kingdom *via* the United States, see page 28. Ordinary mail, 2½d. first ounce, 1d. each succeeding ounce.

There is a Government **wireless** station in Belize transacting radio-telegraph with foreign stations.

There are internal radio-telegraph stations at Corozal, Punta Gorda and Monkey River. These communicate with Belize.

PUBLIC HOLIDAYS.

January 1.	May 24.
March 9.	The Queen's Birthday.
Good Friday and Saturday.	September 10.
Easter Monday.	December 25 and 26.

Press :—Belize : "Clarion" (daily) ; "Billboard" (daily) ; "The British Honduran" (monthly ; illustrated).

The **Cost of Living** for Europeans is as follows :—In Belize : in the new Fort George Hotel : £3 to £4 a day, including meals, but somewhat less in the other hotel and two boarding houses. In the out-districts there are no hotels or boarding-houses except at Corozal and El Cayo. The cost of living generally is slightly higher than in Belize. The Cost of Living index (Sept., 1939 = 100) was 258 on 1/11/1956.

Fauna : There are snakes in the forest and some alligators in the rivers and lagoons. Curassow, partridge, quail, curlew, pigeon, snipe, duck, teal, and herons are plentiful. There is good quail shooting on the Pine Ridge. The puma, jaguar, tapir, peccary, armadillo and deer are typical animals. Tarpon, including certain rare species, are got in numbers round the coast. Sharks are found in the coastal waters.

[This chapter has been corrected by The Belize Estate & Produce Co., Limited].

MEXICO

(NORTH AMERICA)

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CORTES, asked what the country looked like, crushed a piece of parchment in his fist, released it and said : " That is the map of Mexico." This crumpled land is so splendid to the eye that 26 per cent. of its foreign earnings come from the half-million American tourists who come to look at it each year.

It is a country of very great variety, ranging from swamp to desert, from tropical lowland jungle to high alpine vegetation above the tree line, from thin arid soils to others so rich that they grow three crops a year. Mountain and forest take up a third ; over half is arid and another 30 per cent. is semi-arid, for rainfall is irregular in both fall and duration. Only 10 per cent. can be farmed without irrigation and many farm slopes are so precipitous that their owners talk of up and down rather than of the points of the compass. Three out of every five are peasants and most of them are still desperately poor : tourists find them quaint and amusing, even picturesque as they jog along the roads on donkey or on foot in their wide straw hats and white suits.

But surface appearances are deceptive. Mexico has great natural resources and she is now exploiting them at a tremendous rate : the recent annual growth of roughly 10 per cent. in her gross national product must be a world record. She is free of strife, has a hard working and fast growing population, a currency transferable on demand into any of the world's currencies and a first-class rating in international financial circles. Above all, she is socially and politically stable and blessed with capable leaders who have faith in her destiny.

Mexico, or " Los Estados Unidos Mexicanos " (United Mexican States), the third largest country in Latin America, has an area of 760,000 square miles, about a quarter that of the United States, with which it has a frontier of 1,500 miles. The southern frontier of 550 miles is with Guatemala and British Honduras. It has a coast line of 1,727 miles on the Mexican Gulf and the Caribbean, and of 4,574 miles on the Pacific and the Gulf of California, which penetrates the

continental land mass for no less a distance than 740 miles. But its long coast line is of no great service to it, for the productive central regions are reached only with difficulty from the sea.

The central land mass is extremely complicated, but may be simplified (with large reservations) as a plateau flanked by an eastern and a western range of mountains set back from the coasts and roughly paralleling them. The plateau floor is 3,600 feet above sea level at El Paso, on the Texas border. At 250 miles to the south the general elevation is much the same, with occasional block ranges rising a further 3,000 feet. This, the northern part of this plateau, is arid and thinly populated ; it takes up 40 per cent. of the total area of Mexico but holds only 19 per cent. of its people. But from the Bolson de Mayrán as far south as the Balsas valley, the level rises considerably. This southern section of the central plateau is crossed, from Cape Corrientes in the west, south eastwards through the basin of Mexico in the centre, to Veracruz in the east, by a volcanic range of mountains in which the intermont basins are high and separated. The basin of Guadalajara is 5,000 feet above sea level ; the basin of Mexico is at 7,500 feet ; and the basin of Toluca, west of Mexico City, is at 8,600 feet. Above the lakes and valley bottoms of this contorted middle-land rise the magnificent volcano cones of Orizaba (18,700 feet), Popocatépetl (17,887 feet), Ixtaccíhuatl (17,343 feet), and Cofre de Perote (14,048 feet). This mountainous southern end of the plateau, the heart of Mexico, has ample rainfall. Though only 14



per cent. of the area of Mexico it holds nearly half of the country's people, has 15 per cent. of all the agricultural land, 45 per cent. of all the farmers, and grows over half the total crop of the main staple food : maize. And here, in a small high intermont basin measuring only 30 miles by 30, is the nation's cultural and industrial centre, its capital city with over four million inhabitants.

The two high ranges of mountains which rise east and west of the plateau between it and the sea are great barriers against communications : there are far easier routes north along the floor of the plateau to the United States than there are to either the east coast or the west. In the west a railway and a road have penetrated the Sierra Madre Occidental from Guadalajara to the Pacific at the port of Mazatlan ; both continue northward through a coastal desert to Nogales : no rain falls on all western coasts between latitudes 20 and 30. The Sierra Madre Oriental is more kindly ; in its mountain ramparts a pass inland from Tampico gives a road-rail access to Monterrey (a great industrial centre) and the Highland basins ; and another from Veracruz leads by a fair gradient to the Basin of Mexico.

South of the seven intermont basins in the south-central region the mountainland is still rugged but a little lower (between 6,000 and 8,000 feet). After some 350 miles it falls away into the low-level Isthmus of Tehuantepec. Population is sparse in these southern mountains and is settled on the few flat places on which commercial crops can be grown—subsistence crops are sown on incredibly sharp slopes. The Pacific coast here is forbidding and its few ports of little use. Very different from this area—and indeed from the rest of Mexico—are the Gulf Coast and Yucatán ; half this area is classed as flat, and 75 per cent. of it gets enough rain the year round : two unusual facts, for Mexico, which may yet lead to its becoming the most important agricultural and cattle raising area in the country. What it provides at the moment is oil and sulphur.

Geographically, North America may be said to come to an end in the Isthmus of Tehuantepec. South of the Isthmus the land rises again into the thinly populated highlands of Chiapas. This state chose to leave Guatemala and join the Mexican federation in 1824.

Climate and vegetation depend, by and large, upon altitude in much the same way as in Venezuela and Colombia. The hot, steamy, often swampy lowland—the tierra caliente—takes in the coastlands and plateau lands below 2,500 feet. In the tierra templada, or temperate zone (2,500 to 6,500 feet), the summers shed the humidity of the coastlands and the winters the cold of the highlands. The tierra fria, or cold zone, is from 6,500 feet upwards. The tree line is at 13,100 feet ; above it, as far as the lower limit of the permanent snow line (about 14,600 feet) are alpine meadows.

The climate of the inland highlands is mostly mild but subject to sharp changes of temperature between day and night, sunshine and shade. Generally, the winter is the dry season and the summer the wet season, but rainfall varies greatly in different territories. There are only two areas where enough rain falls the year round : south of Tampico along the lower slopes of the Sierra Madre Oriental and across the Isthmus of Tehuantepec into Tabasco state ; and along the Pacific coast of the state of Chiapas. Both areas together cover only 12 per cent. of Mexico. All the rest of the country lacks rain

at some time of the year. The whole of the central plateau except its southern and south western parts is either arid or semi-arid. These wetter parts get most of their rain between June and September, when it falls nearly every day and the skies are so full of clouds that the temperature is lowered : May is a hotter month than July. Apart from these favoured regions the rest of the country suffers from a climate in which the rainy season hardly lives up to its name and the dry season does.

The **population** was 28.8 millions in 1954. It is now about 30 millions, and is growing at the rate of 3.5 per cent. a year. Mexicans range from pure Indian to pure European by hardly perceptible gradations. About 10 per cent. consider themselves of pure white race and about 30 per cent. of pure Indian ; about 60 per cent. are mestizos : a mixture, in varying proportions, of Spanish and Indian bloods. Over half are still illiterate (9 million adult illiterates in 1956 and 3 million children of school age getting no schooling) ; 65 per cent. are rural ; 60 per cent. are peasants who receive less than 20 per cent. of the national income. Most important is the complete social equality and free inter-marriage between the races. There are conspicuous differences of wealth, power, and rank, but these do not coincide with race. As a rule, the mestizo is prejudiced in favour of his Indian rather than of his white blood ; the more cultured he is, the more likely he is to be so.

The census returns of 1950 disclosed these facts about the Indian element in Mexico : the total population then was 25,791,017 ; of these, 11.2 per cent. spoke the Indian tongues (nearly 800,000 spoke no Spanish). There are 56 Indian groups or sub-divisions, each with its own language. The Indians are far from evenly distributed ; 36 per cent. live on the Central Plateau (mostly Puebla, Hidalgo, and Mexico) ; 35 per cent. are along the Southern Pacific Coast (Oaxaca, Chiapas, Guerrero), and 23 per cent. along the Gulf coast (mostly Yucatán and Veracruz) : 94 per cent. of them, that is, live in these three regions.

Between the Spanish conquest and the revolution of 1910—a period of nearly 400 years—the condition of the peasant was one of growing misery. His standard of living was extremely low, he owned little or no land, was often a semi-enslaved peon, wretchedly housed and always illiterate. This no doubt, explains why, until very recently, human life had so little value in Mexico. Both the Aztec dictator and the great landowner demanded human sacrifice, each in his way. The individual was of small importance to either. Death held no great terror to a peasantry whose rights and dignities had been so trespassed on by 1910 that five per cent. of the population owned very nearly the whole of the land, and the other 95 per cent. had no land at all. The hacienda system had grown monstrous : three hundred of them had at least 24,700 acres each, fifty-one averaged 74,100 acres each, and at least eleven covered 247,000 acres each.

The issue of access to the land has always been the country's fundamental problem, and it was a despairing landless peasantry that rose in 1910 and swept away Porfirio Díaz and the old system. Since 1917 the Partido Revolucionario Institucional, the party which incorporates the social-democratic ideals of the revolution, has been in power. What has it accomplished in 46 years ? Life for the peasant is still hard. The rural cost of living has risen by 400 per cent. since 1939 and has trodden hard on his increased earnings. The minimum wage barely allows him a simple diet of beans, rice,

and tortillas. His home is still, possibly, a shack of sun-dried bricks or a hut of sticks and thatch, no windows, no water, no sanitation, and he may still not be able to read or write. And yet, his life has been transformed by a revolution that has always insisted it has no sympathy with communism. To begin with, much has been done to redistribute the land, especially under the Presidency of Lázaro Cárdenas (1934-40), in the so-called "ejido" system. This differs from place to place, but does give the peasant either communal or personal control of the land he cultivates. Between 1915 and 1950, some 76.6 million acres were redistributed to landless peasants. There are still a number of very large estates, but these are now counterbalanced by more than 15,000 ejido communities, whose 2 million members make up 42 per cent. of the working population and own 47 per cent. of the agricultural land. Depressed the peasant may still be, but he has recovered his self respect. He is freed from his landowner and from fear. His wife has the vote. His children go to school. And he himself has joined no rebellion since 1934, resting content with what comes to him with the land: technical help, credit, crop insurance, mechanization, irrigation, better access to markets, and so on.

The outstanding impression in Mexico today is of progress, and on all fronts. In 10 years agricultural production has gone up by 50 per cent., industrial production by 100 per cent., oil production by 85 per cent., and steel consumption (75 per cent. met by its own steel industry) by 70 per cent. This has been achieved only by great Government activity, especially during and since the time of President Cárdenas. Between 1934 and 1940 Cárdenas expropriated all foreign oil interests, nationalised the railways, accelerated land distribution, clamped controls on agriculture and industry, extended education, and laid a solid foundation for future prosperity.

The new society which is slowly emerging is entirely Mexican. Just as the cultural tradition of Mexico is a unique fusion between the Spanish, Catholic, and indigenous Amerindian civilizations, so the economic pattern is a somewhat bizarre compromise between capitalism and socialism. Industry, in theory, is under free enterprise (except for oilfields, railways, and one or two special cases), but there is a fairly tight Government control by licensing, tax exemption, and its manipulation of new capital. Industry is, in short, free, but collapses without Government approval. Nearly the whole of the increased agricultural production comes, not from the distributed lands (on which the peasants are inclined to rest satisfied if they grow enough to live on), but from the Government's great irrigation works. These since 1927, have brought a steady flow of water to 2,246,000 hectares of good but parched soil, much of it in the north-west. By 1959 it is expected that an addition 840,000 hectares will be under irrigation.

PRESIDENT:

Señor Adolfó Ruiz Cortines.

CABINET:

Interior	Lic. Angel Carvajal.
Foreign Affairs	Lic. Luis Padilla Nervo.
Finance	Lic. Antonio Carillo Flores.

There are 10 other Ministries.

Constitution : On February 5, 1917, a new Constitution superseded that of 1857. Mexico was proclaimed a Federal Republic, the States having the right to manage their local affairs. The powers of the Supreme Government are divided into the legislative branch, the executive and the judicial. Congress, the legislative branch, consists of the Camara de Senadores (58 members, elected every 6 years), and the Camara de Diputados (147 members, elected every 3 years). There is universal suffrage, and one member for 60,000 inhabitants. The President, holding the executive power, is elected by direct vote for a six years' term.

Local Administration : Besides the Federal District there are 29 States and two Territories. The States enjoy local autonomy but the Customs are under the Federal Administration. States can levy their own taxes, and each State has its Governor, legislature, and judicature popularly elected in the same way as the Federation. The President appoints the Chief of the Federal District and the Governors of the Territories. The States elect their own Governors.

Roman Catholicism is the religion of the great majority.

History : Of the many tribes of Indians in the vast territory of Mexico, the two most important before the Conquest were the Aztecs of Tenochtitlán (now Mexico City), and the Mayas of Yucatán. The Aztecs, a militarist, priest-ridden culture, had obtained absolute control over the whole valley of Mexico and a loose control of some other regions. The Mayas (whose early history is given in the chapter on Honduras), were already in decline by the time the Spaniards arrived. The 35 year-old Cortés disembarked near the present Vera Cruz with about 500 men, some horses and cannon, on April 21st, 1519. They marched into the interior ; their passage was not contested ; they arrived at Tenochtitlán in November and were admitted into the city as guests of the reigning monarch, Moctezuma. There they remained until June of the next year, when Pedro de Alvarado, in the absence of Cortés, murdered hundreds of Indians to quell his own fear of a rising. At this treacherous act the Indians did in fact rebel, and it was only by good luck that the Spanish troops, with heavy losses, were able to fight their way out of the city on the Noche Triste (the Night of Sorrows), of June 30th.

Next year Cortés came back with reinforcements and besieged the city. It fell on the 30th August, 1521, and was utterly razed. Cortés then turned to the conquest of the rest of the country. The main factor in his Mexican success was his alliance with the Tlaxcalans, old rivals of the Aztecs. The fight was ruthless. On the one hand, western military tradition and discipline, metal weapons and cavalry ; on the other, Indians used to individual combat and trained not so much to kill the enemy as to capture him and offer him in sacrifice. Interminable religious wars and the subordination of their whole life to the propitiation of insatiable gods had already weakened the Aztecs before the arrival of the Spaniards. They were soon mastered.

There followed 300 years of Spanish rule and the making of a new country. For this task the Spaniards had three major virtues : they believed in themselves, their God, and their culture. To serve the first they found was often happily synonymous with serving the second. In the early years all the main sources of gold and silver were discovered, and Indians hastily baptised and converted to slave in the mines. Spanish grantees stepped into the shoes of dead Aztec lords and inherited their great estates and their wealth of savable souls with little disturbance, for Aztec and Spanish ways of holding land were not unlike : the *ejido* (or agrarian community holding lands in common), the *rancho*, or small private property worked by the owner ; and that usually huge area which paid tribute to its master—the Spanish *encomienda*—soon to be converted into the *hacienda*, with its absolute title to the land and its almost feudal way of life. Within the first 50 years all the Indians in the populous southern valleys of the plateau had been christianised and harnessed to Spanish wealth-getting by mine or soil. The more scattered and less profitable Indians of the north and south had to await the coming of the missionising Jesuits in 1571, a year behind the Inquisition. Too often, alas, the crowded Jesuit missions proved as fruitful a source of the killing smallpox or measles as of salvation, with the unhappy result that large numbers of Indians died ; their deserted communal lands were promptly filched by some neighbouring encomienda : a thieving of public lands by private interests which continued, in one way or the other, for 400 years.

Churches, monasteries, schools were built in numbers. Within 13 years of the Conquest a printing press, the first in the New World, had been set up. Two years later the first college was opened for the education of the children of the conquered ; these, more often than not, were also the children of the conqueror : miscegenation was one of the Spanish virtues. By the end of the 16th century the Spaniards had founded most of the towns which are still important, tapped great wealth in mining, stock raising and sugar growing, and firmly imposed their way of life and belief. In the 286 years between 1535 and independence in 1831, some 60 viceroys succeeded admirably in maintaining the Spanish colonial pattern : government by a Spanish born upper class based on the misery of the exploited Indian and mestizo popula-

tions ; a strict dependence on Spain for all things, from trade to viceroy, and a cool disregard for the interests of Mexico. The system was efficient in one thing only : in maintaining its corruption against all attempts to cleanse it. As in all the other Latin American states, it built up resistance to itself by excluding from government both Spaniards born in Mexico and the small body of educated mestizos.

The standard of revolt was raised in 1810 by the curate of Dolores, Manuel Hidalgo. The Grito de Dolores : Perish the Spaniards!, collected 80,000 armed supporters, and had it not been for the Curate's loss of nerve and failure to engage in battle, the Capital might have been captured in the first month and a Government created not differing much from the royal Spanish government. But eleven years of fighting created bitter differences. A loyalist General, Agustín de Iturbide, joined the rebels and proclaimed an independent Mexico in 1821. His Plan of Iguala proposed an independent monarchy with a ruler from the Spanish royal family, but on second thoughts Iturbide proclaimed himself Emperor in 1822 : a fantasy which lasted one year. A federal republic was created on the 4th October, 1824, with General Guadalupe Victoria as President. Conservatives stood for a highly centralised government ; Liberals favoured federated sovereign states. The tussle of interest expressed itself in endemic insurrection. In 1836, Texas, whose cotton growers and cattle ranchers had been infuriated by the abolition of slavery, rebelled against the dictator, Santa Ana, and declared its independence. It was annexed by the United States in 1845. War broke out and U.S. troops occupied Mexico City in 1847. Next year the U.S. bought for a song all the land from Texas to California and from the Río Grande to Oregon. In Mexico, broken by the war, the turbulent Santa Ana once more declared himself dictator in 1853, with the ironic title of Most Serene Highness. He was soon deposed.

A period of reform, dominated by the pure-blooded Zapotec Indian, Benito Juárez, began in 1857. The church, in league with the conservatives, hotly contested by civil war his Liberal programme of popular education, freedom of the press and of speech, civil marriage and the separation of church and state. Juarez won ; men were free, but Mexico was ruined, and Juarez was forced to suspend payment on the national debt. Promptly, a joint British, French and Spanish force landed at Vera Cruz to protect their financial rights. The British and the Spanish soon withdrew, but the French force pushed inland and occupied Mexico City in 1862. Juárez took to guerilla warfare against the invaders. The Archduke Maximilian of Austria and his wife Carlotta became Emperor and Empress of Mexico. United States insistence led to the withdrawal of the French troops in 1867. Poor Maximilian, betrayed and deserted, was captured by the Juáristas at Querétaro and executed by firing squad on the 19th June. Juárez resumed control and died in July, 1872. He was the first Mexican leader of any note who had died naturally since 1810.

The distinguished scholar who followed him was soon tricked, very easily, out of office by Porfirio Díaz, who ruled as absolute dictator from 1876 to 1911. But Díaz's mild, paternal, central authority, not unlike a monarch's, was a small price to pay for 35 years of peace. Prosperity followed upon peace ; a real civil service was created, finances put on a sound basis, banditry put down, industries started, railroads built, international relations improved, and foreign capital invited and protected. But the main mass of illiterate and half starved peasants had probably never been so miserable ; their lands were stolen from them, their personal liberties curtailed, and many were sold into forced labour on tobacco and henequen plantations from which death was a release.

It was this not-so-hidden contradiction between dazzling prosperity and horrid distress which led to the upheaval of 1910 and Porfirio Díaz's flight to Paris. A new leader, Franciso Madero, came from a landowning family in Coahuila. He championed a programme of both political and social reform : control of the President, and the restoration of stolen lands. The reactionaries rose. Madero was brutally murdered. But the great new cry, *Tierra y Libertad* (Land and Liberty) was not to be silenced. The revolution was made safe by the appointment of Cárdenas to the Presidency. It was under his regime, between 1934 and 1940, that the reforms got into their stride : the division of the big estates into *ejidos* (or communal lands), irrigation, the raising of wages, the spread of education, the beginnings of industrialisation, the nationalisation of the oil wells and the railways.

U.S.A. TO MEXICO CITY, BY ROAD : THE GULF ROUTE.

The vast majority of visitors to Mexico, particularly of tourists, come from the United States, by air, by train, by road and by sea. Details about plane, railway and shipping services are given in INFORMATION FOR VISITORS, at the end of this chapter. We are con-

MEXICO
NORTH and CENTRAL
UNITED STATES
GULF OF MEXICO
PACIFIC OCEAN
GULF OF CALIFORNIA
Roads
Railways
Boundaries
Miles
0 50 100 150 200
San Diego
Mexicali
Tijuana
Ensenada
San Felipe
San Quintin
El Marmol
Sonoita
Nogales
Bahia Kino
Guaymas
Sta. Rosalia
San Ignacio
Comodoro
Topolobampo
Huatabampo
Los Mochis
Culiacán
Mazatlán
La Paz
San Jose del Cabo
Todos Santos
Ciudad Obregón
Navojoa
Hermosillo
Ciudad Juárez
El Paso
Ciudad Delicias
Chihuahua
Ciudad Jiménez
Parral
Termosachic
Piedras Negras
Morelos
Sabinas
Nuevo Laredo
Laredo
Sabinas Hidalgo
Monterrey
Saltillo
Torreón
Matamoros
Durango
Fresnillo
Zacatecas
Aguascalientes
San Luis Potosí
Ciudad Victoria
Linares
El Mante
Tampico
Brownsville
Matamoros
Rio Grande
TO SAN ANTONIO
Valles
Tamazunchale
Guadalajara
Tepic
Autlán
Lake Chapala
Manzanillo
Colima
Zihuatanejo
Tecpan
Acapulco
Iguala
Chilpancingo
Cuernavaca
Toluca
Taxco
Morelia
Hidalgo
Leon
Irapuato
Celaya
Salamanca
Guanajuato
San Luis Potosí
Querétaro
Tampico
Pachuca
Puebla
MEXICO CITY

cerned here with the three great road routes from the U.S.A. border to Mexico City : the Gulf Route (by Pan American Highway), the Central Route from El Paso, and the Western Route, from Nogales. The first of these to be opened—and it still carries the largest traffic —was the Gulf Route :—

Nuevo Laredo-Mexico City : 1,226 kilometres (761 miles).

Traffic from the central and eastern parts of the United States can enter north-eastern Mexico through four gateways along the Río Bravo ; at Matamoros, opposite Brownsville ; at Reynosa, opposite McAllen ; at Nuevo Laredo, opposite Laredo—by far the most important of them ; and at Piedras Negras, opposite Eagle Pass. A glance at the map will show how the roads from these places all converge upon Monterrey, though there are alternative roads from Reynosa and Matamoros which join the Laredo-Mexico City Highway at Montemorelos and Ciudad Victoria respectively : the latter runs along the tropical Gulf Coastal Plain and then climbs sharply through the Sierra Madre Oriental to Ciudad Victoria, at 1,092 feet.

There is little at any of the somewhat hybrid border towns to detain the motorist. The roads run through grey-green desert lands to **Monterrey**, capital of Nuevo León State, third largest and one of the leading industrial cities in Mexico. Monterrey is 146 miles south of the border and at km. 915 from Mexico City. It has quadrupled its population—now 400,000—since 1930 and is still growing fast. Some 75 per cent. of all Mexican iron and steel are produced here ; it is the chief centre of lead production and is a minor producer of silver, gold, copper, arsenic, bismuth, and antimony. It is more attractive than most industrial towns. The social centre is Plaza Zaragosa, on which is the pleasant 18th century Cathedral, badly damaged in the war against the U.S. in 1846-47, when it was used by Mexican troops as a powder magazine. Visitors make a point of touring the Cuauhtémoc brewery and sampling free drinks in the garden.

Industries : Flour and cotton mills, soap and tobacco factories, mineral water works, cement, glass, paper, electrical equipment. A number of the leading plants are in the hands of one family, the Sadas.

Hotels : Ambassador ; Ancira ; Colonial ; El Paso ; Monterrey ; Plaza.

In the hills around are the bathing resort of Topo Chico, 4 miles to the NW : water from the hot springs are bottled and sold throughout Mexico ; and the beautiful mountain resort of Chipinque Mesa, at 4,200 feet in the Sierra Madre, 15 miles. This resort is reached from the beautiful road which climbs to

Saltillo (alt. 5,278 feet ; population 75,000), 54 miles W of Monterrey along the highway to Eagle Pass. Saltillo, a popular cool summer resort, is noted for the excellence of its *sarapes* (shawls) ; its 18th century Cathedral is the best in northern Mexico and it has a grand market. Indian dances during May 30th and August 30th fiestas ; picturesque ceremonies and bullfights during October fiestas; and *pastorelas*, the story of the nativity, are performed in the neighbourhood in Christmas week.

Leaving Monterrey the road runs through the narrow and lovely Huajuco Canyon ; from the village of Santiago a road runs to within a mile of the Cola de Caballo, or Horsetail Falls.

Beyond Monterrey our road drops gradually into lower and warmer

regions, passing through a succession of sub-tropical valleys with orange groves, banana plantations and vegetable gardens.

(km. 706) **Ciudad Victoria,** capital of Tamaulipas State ; population, 20,500 ; a quiet, unhurried city with a shaded plaza and a tiny church perched on the top of a hill. It is often used as a stop-over. (*Sierra Gorda* Hotel).

After crossing the Tropic of Cancer the road enters the solid green jungle of the tropical lowlands : orchids in the trees, brightly coloured birds, and thatched bamboo Indian huts in the clearings.

There is a railway from Ciudad Victoria to the port of **Tampico,** which is reached by the motorist from (km. 570) El Mante, in a rich sugar growing area, a deviation of 97 miles along a fine road. The Atlantic port of Tampico is on the northern bank of the Río Pánuco, not far from a large oil field : there are oil tanks and refineries for miles along the southern bank. The summer heat, rarely above 95°F., is tempered by sea breezes, but June and July are trying. Cold northers blow now and again during the winter. Fishing (both sea and river) is excellent, and there is good shooting and hunting in the hills. The Playa de Miramar, a beach resort, is a tram or motor-ride from the city. There is good wildfowl shooting on the Chairel Lagoon, with its wooded islands. The tarpon fishing is famous. Population : 94,345. A second paved road from Tampico joins the Laredo-Mexico highway further south at Valles.

Hotels : Inglaterra ; Imperial ; Mundo ; Rivera ; Tampico.

(km. 548) **Antiguo Morelos.** A road turns off W to San Luis Potosí, 193 miles, and Guadalajara. (km. 476) CIUDAD VALLES, on a winding river and a popular stop-over with many hotels (*Casa Grande*; *Valles* ; and 10 miles down the Tampico road, the *Tanunil*, a luxury hotel). The Tampico road goes through the oil camp of El Ebano.

(km. 370) TAMAZUNCHALE (alt. 675 feet), with riotous tropical vegetation, and perhaps the most popular of all the overnight stops. The Pemex Tourist Camp is here. South of this little place begins a spectacular climb to the highland, winding with a steady grade over the extremely rugged terrain cut by Moctezuma river and its tributaries. The highest point on the road is 8,209 feet. From (km. 279) JACALA there is a dizzying view into a chasm. ZIMAPAN (*Hotel Fundición*), with a charming market place and a small old church in the plaza, is as good a place as any to stay the night at. From (km. 178) PORTEZUELO a paved road runs west to Querétaro, 87 miles away. Around (km. 169) IXMIQUILPAN, just off the highway, live the Otomis Indians, whose beautifully worked belts and bags may sometimes be bought at the Monday market. From (km. 119) ACTOPAN, with its 16th century monastery, a 33-miles branch road runs to one of Mexico's more important archaeological sites : Tula, with immense human figures and extraordinary carved temples.

(km. 85) COLONIA, where a road runs left for 6 miles to

Pachuca, one of the oldest silver mining centres in Mexico and capital of Hidalgo state. Population : 58,683 ; altitude, 7,872 feet. The Aztecs mined here before the Spaniards came and the hills are honeycombed with old workings and terraced with tailings. Even today the silver output is the largest of any camp in the world. Not very interesting colonial buildings amongst its narrow, steep and

crooked streets are the treasury for the royal tribute, La Caja, in Calle Cajas (1670), now used as offices ; Las Casas Coloradas (1785), now the Courts of Justice ; and a former Franciscan Convent (1596). The modern buildings include a notable theatre and the Bank of Hidalgo. An electric railway runs 6 miles to Real del Monte, one of the largest mining camps in Mexico.

Hotels : De los Baños ; Colonial ; Grenfell.

(km. 27) VENTA DE CARPIO, from which a road runs east to Acolman, 15 kms., and San Juan Teotihuacán (The Place where the Gods Live), another 9 kms. Neither of these places should be missed by a visitor, and they are usually visited from Mexico City and a day given to them.

San Agustín Acolman is a formidable fortress-like convent and church dating from 1539-60, with much delicate detail on the facade and some interesting murals inside. Note the carved stone cross at the entrance to the atrium.

San Juan Teotihuacán has some of the most remarkable relics of an ancient civilization in the world. The old city is traceable over an area of 2 by 4 miles. The Pyramids make the largest artificial mounds on the American continent : the Pyramid of the Sun (216 feet high) approaches Egyptian dimensions. The sides are terraced, and wide stairs lead to the summit. The Pyramid of the Moon is 140 feet high. There are Temples of agriculture, of Tlaloc (the Rain God), of Quetzalcoatl (Lord of Air and Wind), and a broad Highway of the Dead. There are subterranean buildings with large halls and coloured decorations, and many superimposed buildings of a later epoch.

The highway continues through the site of Zacatenco. Here the road is flanked by large statues, the Indios Verdes (Green Indians). We have now arrived at Mexico City.

THE CENTRAL HIGHWAY ROUTE.

Ciudad Juárez, opposite El Paso, Texas-Mexico City : 1,369 miles.

Rail : The 1,226 miles by rail from El Paso to Mexico City takes about 46 hours. The route is through Chihuahua, Torreón, Zacatecas, Aguascalientes, León, Silao (for Guanajuato), Celayo and Querétaro. There are daily passenger Pullman trains.
Road : Pemex Travel Club, Chamber of Commerce Building, El Paso. A.A.A. office : 916 Mesa Avenue, El Paso.

This, and the Nogales route, serves the western states of the U.S.A. The road is wide, mostly flat, easy to drive along, but not as interesting as the Gulf and Pacific routes. From **Ciudad Juárez,** for some 30 miles along the Río Bravo, there is an oasis which grows cotton of an exceptionally high grade. Ciudad Juárez is at an altitude of 3,117 feet ; population, 122,600. The first 100 miles is through desert sand, then we enter grazing lands and the valley of Chihuahua. This is the country of the long-haired, fleet-footed Tarahumara Indians, who are able, it is said, to outstrip a galloping horse and to run down birds.

(km. 1,830) **Chihuahua,** capital of Chihuahua state ; altitude 4,667 feet ; population, 87,000 ; centre of a mining and cattle area and not particularly attractive to visitors. Worth looking at are the Cathedral on Plaza Constitución, begun 1717, finished 72 years later ; the Jesuit church of La Compañía (1717) ; the old tower of the Capilla Real (in the modern Federal Palace on Calle Libertad) in which Hidalgo awaited his execution. Good Sunday Market. The famous Santa Eulalia mining camp is 10 miles away ; 5 miles from town is one of the largest smelting plants in the world. The local small hairless Mexican dog is famous. Pancho Villa operated in the country around and once captured the city by disguising his men as

peasants going to market. His home on Calle Diez is shown.

Hotels : Del Real ; Palacio-Hilton ; Santa Rita ; Victoria.

(km. 1,317) **Parral,** active mining town (silver, lead, zinc, gold) ; altitude, 6,200 feet ; population, 26,000 ; good restaurants. See the parochial church and the one dedicated to the Thunder Virgin (Virgen del Rayo).

(km. 1,081) **Durango,** capital of Durango state ; altitude, 6,225 feet ; population, 59,407 ; founded in 1558. It is a pleasant city, with parks, a Cathedral (1695) and a famous iron-water spring. The duck shooting is good and grizzly bear, deer, wolves and game are to be found in the hills.

Hotels : Casa Blanca ; Posada Duran ; Metropolitano.
Products : Silver, gold, copper, and over half Mexico's small supply of iron ore ; timber.

Durango is on the Coast to Coast Highway from Mazatlán to Matamoros. The road to Mazatlán is through splendid mountain scenery. Some 160 miles east of Durango along this highway is

Torreón, with a population of 80,000, one of the most important centres of commercial agriculture in Mexico. The town serves the great cotton belt of La Laguna where 40 per cent. of all Mexican cotton is grown. Here the Bolson de Mayrán (alt., 4,000 feet), an oasis receiving abundant water from the higher lands around, has about 11,000 square miles which might be irrigated. So far little over a tenth of this area is used to grow longstaple cotton, wheat, maize and alfalfa. The land is being tilled by co-operative agricultural communities : a type of *ejido* which has proved very successful.

Hotels : Rio Nazas ; Elvira ; Galicia ; Laguna ; Salvador.

(km. 744) **Zacatecas,** capital of Zacatecas state ; altitude, 7,911 feet ; population, 23,576 ; picturesque up-and-down mining city built in a gulch, houses towering above one another and sprinkled over the hills. It was founded in 1546 and, because of the immense wealth from its mines, made a city in 1588. (A visit to the mines can be arranged). Places to see are the Cathedral (1625), the Jesuit church of Santo Domingo, Plaza Hidalgo and its statues, the Casa Moneda, the Calderón Theatre, and the Chapel of Los Remedios (1728), on the Cerro de la Bufa which dominates the city. Zacatecas is famous for its sarapes and has two delicacies : the local cheese, and queso de tuna, a candy made from the fruit of the nopal cactus.

Hotels : Ruíz ; Posada del Parque.
Products : Silver, gold, copper.

(km. 738) **Guadalupe.** The church (1721) has several old paintings.

(km. 616) **Aguascalientes** (Hot Waters), capital of Aguascalientes state ; altitude, 6,222 feet ; population, 93,358 ; given its name by its many hot mineral springs. An oddity is that the town is built over a network of tunnels dug out by a forgotten people. It was founded in 1575. The city has pretty parks, a pleasant climate, delicious fruits, and specialises in drawn linen work, pottery, and leather goods. Places to see are the Government Palace (once the castle of the Marquis of Guadalupe), the churches of San Marcos and San Antonio (somewhat odd) and the Municipal Palace. It holds two famous fairs : that of San Marco, end of April to beginning of

May, and another in October.

Industries : Woollen and cotton mills, tobacco factories, potteries, brewing, distilling.
Hotels : San Marcos ; Río Grande ; Imperial.

Detour : Some 166 kms. (104 miles) to the E is the city of

San Luis Potosí, capital of its state and the centre of a rich mining and agricultural area. Altitude, 6,157 feet ; population, 123,662. Glazed, many-coloured tiles are a feature of the city : one of its shopping streets, the main plaza, and the domes of many of its churches are covered with them. It became an important colonial centre after the discovery of the famous San Pedro silver mine in the 16th century. It became a city in 1658. The Cathedral is on Plaza Hidalgo. Other good churches are San Francisco, with its white and blue tiled dome and suspended glass boat in the transept, and Del Carmen, in Plaza Morelos, with a grand tiled dome, an intricate facade, and a fine pulpit and altar inside. The modern railway station has frescoes by Fernando Leal. The Teatro Alarcón is by Tresguerras. Locally made rebozos are for sale in the two markets. The road from Aguascalientes goes on to join the Laredo-Mexico City highway at Antiguo Morelos, 312 kms. (195 miles).

Industries : Reducing and refining plants, smelters, largest arsenic plant in the world ; clothing, shoes, fibre ropes, bags, brushes, cotton goods ; foundries, tanneries, breweries, railway shops.
Hotels : Posada de la Reina ; Gante ; Colonial ; Progreso.

(km. 508) at Lagos de Marino a road turns off right to Guadalajara, 197 kms. away.

(km. 463) **León** (de los Aldamos), in the fertile plain of the Gomez river. Altitude : 5,934 feet ; population, 122,726. The business centre—and León is the shoe capital of Mexico—is the Plaza de Constitución. There is a striking municipal palace, a cathedral, many shaded plazas and gardens. León is noted for its leather work, fine silver-trimmed saddles, and rebozos.

Hotel : León.

After a thousand miles of desert or semi-arid country we now enter the Basin of Guanajuato, greener, more fertile, higher (on average over 6,000 feet), and wetter, though the rainfall is still not more than from 25 to 29 inches a year. The first Spanish settlements were at Guanajuato, Querétaro, and Morelia, all mining towns in the bordering highlands. Today, however, mining in this area has declined and these towns with it. The Basin of Guanajuato is now, and has been for long, the granary of central Mexico, growing maize, wheat, and fruits. The agricultural towns which we pass through : León, Irapuato, and Celaya have grown enormously in population and importance.

(km. 430) Silao, where a side-road of 15 miles, through the picturesque Marfil Canyon leads to the enchanting small town of

Guanajuato, capital of Guanajuato state and an important source of silver since 1548. Population, 70,000 in 1880 but now only 23,379 ; altitude, 6,681 feet. It stands in a narrow gorge among wild and striking scenery ; the Guanajuato river cuts a silver path through it.

The streets, steep, twisted and narrow, follow the contour of the hills and are sometimes steps cut into the rock : one, the Street of the Kiss is so narrow that kisses can be—and are—exchanged from opposing balconies. Over the city looms the shoulder of La Bufa mountain. A most interesting building is the massive Alhóndiga de Granadita, built as a granary, turned into a fortress, and now the city jail. When Father Hidalgo took the city in 1810, this building was the last to surrender, and there was a wanton slaughter of Spanish soldiers and royalist prisoners. When Hidalgo was himself caught and executed, along with three other leaders, at Chihuahua, their heads, in revenge, were fixed at the four corners of the Alhóndiga. A monument to "Pipila," the man who fired the door of the Alhóndiga so that the patriots could take it, crowns the high hill of Hormiguera. The best of the many ancient churches are San Francisco (1671) ; La Compañía (Jesuit, 18th century) ; the baroque San Diego (1663) on the Plaza de la Unión ; and the ruined but still exquisite church of La Valenciana, three miles out of town and built for the workers of the Valenciana mine, once the richest silver mine in the world. A somewhat gruesome sight offered visitors to Guanajuato is of mummified bodies arranged against the walls of the vaults in the Pantheon, or cemetery. Local pottery can be bought at the Hidalgo market and the street the potters frequent. The Painter, Diego Rivera, was born in Calle de Pocitos.

Hotels : Castillo de Santa Cecilia ; Orozco ; Posada de la Presa ; Luna.

(km. 396) IRAPUATO, with 35,000 inhabitants, noted for its delicious strawberries. (km. 333) **Celaya,** population, 27,000 ; altitude, 5,750 feet ; famous for its sweetmeats, especially a caramel sauce called *cajeta*, and its churches, built by Mexico's greatest architect, Tresguerras (1765-1833), a native of the town. His best church : El Carmen (1807), with a glorious tower and dome ; see also his fine bridge, El Puente de la Laja.

(km. 311) **Querétaro,** population, 49,160 ; altitude, 6,042 feet ; capital of Querétaro state, an antique and beautiful city captured by the conquistadores in 1531. Hidalgo's rising in 1810 was plotted in this town, and it was here that the unfortunate Emperor Maximilian yielded up his sword after defeat and was shot, on June 19th, 1867, on the Cerro de las Campanas (the Hill of Bells), outside the city.

La Corregidora (Doña Josefa Ortiz de Domingues, wife of the Corregidor, or Mayor), a member of the group of plotters for independence masquerading as a Society for the study of the Fine Arts, was able, in 1810, to get word to Father Hidalgo that their plans for revolt had been discovered. Hidalgo immediately gave the cry (*grito*) for independence. Today, the Corregidor gives the Grito from the balcony of the Palacio Municipal (on Plaza Independencia) every September 15th, at 11 p.m.

Buildings to see : The Santa Rosa de Viterbo church and monastery, remodelled by Tresguerras ; his reconstruction of Santa Clara ; the Church and Monastery of Santa Cruz, ancient Franciscan headquarters and also the H.Q. of Maximilian and his forces (view from the bell tower) ; the Church of San Felipe, on Av. Medero, one of the loveliest in Mexico, and that is saying much ; the damaged but still glorious Federal Palace, once a monastery ; the important Museum of Pio Mariano, on Plaza Obregón, and the house it occupies ; the aquaduct, built in 1726. There are local opals, amethysts and topaz for sale.

Hotels : Del Marquez ; Gran.

A paved road runs 40 miles N to another charming colonial town, **San Miguel de Allende,** at 6,068 feet, on a steep hillside facing the broad sweep of the Laja River and the distant blue of the Guanajuato Mountains. Population : 11,615. It has a large number of arcaded seignorial mansions, flower-filled Mudejar patios, and its people are much given to fiestas. Its twisting cobbled streets rise in terraces, each street higher than the next, to the mineral spring of El Chorro, from which the blue and yellow tiled cupolas of some 20 churches can be seen.

Social life centres round the market and the *jardin*, or central plaza, an open air living room for the whole town. Around it are the colonial city hall, several hotels, and the parish church or " Cathedral," a huge Gothic pile in pink stone. Notable among the baroque facades and doors rich in Churrigueresque details is the Casa del Mayorazgo de Canal, and San Francisco Church, designed by Trasguerras. One of the oldest places is now an art school, the Instituto Allende. There is an American colony. Handicrafts are the traditional tin, silver, and leather work, sarape weaving and hand embroidery. The city was founded as San Miguel in 1542, and Allende added in honour of the independence patriot born there.

Fiestas : One every 10 days or so. Main ones are Independence Day (Sept. 15-16) ; Fiesta of San Miguel (Sept. 28-Oct. 1) ; Day of the Dead (Nov. 1) ; the Christmas Posadas, celebrated in the traditional Colonial manner (Dec. 16-24) ; the pre-Lenten carnivals, Easter Week, and Corpus Christi (June).

Hotels : Posada de San Francisco ; Instituto Allende (connected with the art centre) ; Colonial ; Vista Hermosa ; San Miguel.

Communications : The crack Aguila Azteca, through train between Laredo and Mexico City, stops here. The El Paso train stops at Celaya and Querétaro, 40 miles by bus.

Excursion : Twenty minutes away is the small village of ATOTONILCO, where there is a church whose inside walls and ceiling are covered with frescoes done in black, red and grey earth. Dolores Hidalgo, the home of Father Hidalgo, is 18 miles on ; celebrations are held there on 16th September.

Along the main road from Querétaro to Mexico City, we come to PALMILLAS, at km. 251, from which there are two possible routes to the capital. The first is S to Toluca, and then east through Lerma to Mexico City : for Toluca and on see " The Pacific Route." The alternative is to go east through Huichapan and join the Laredo-Mexico City Highway at Ixmiquilpan ; (see the " Gulf Route "). A super-highway running direct to Mexico City is now being built ; when it is open Querétaro will be within a few hours drive of the capital.

THE WESTERN ROUTE : PACIFIC HIGHWAY.

Nogales-Mazatlán-Guadalajara-Mexico City : 2,403 kms., (1,500 miles).

Rail Journey : Southern Pacific railway as far as Guadalajara, and on by National Railways of Mexico. There is a through Pullman service from Los Angeles to Mexico City, 60 hours ; passengers from eastern U.S. join the train at Tucson, Arizona.

Road Journey : The road is paved all the way. It takes two days, driving at an average of 40 m.p.h. to get to Mazatlán, 747 miles from Nogales.

From Nogales, at 4,000 feet, to Guaymas, at sea level on the Gulf, the road runs along the western slopes of the Sierra Madre, whose summits rise to 10,000 feet. From Guaymas on to Mazatlán and beyond to Tepic it threads along the lowland, with the Sierra Madre Occidental's bold and commanding escarpment to the east. Like the west coasts of all continents between latitudes 20° and 30°, the whole area is desert, but fruitful wherever irrigated by water flowing from

the mountains. Summers are very hot, sometimes rainy, but winters are mild and very dry. Within the Sierra Madre a nomadic people hunts the many wild animals ; along the coasts available water determines the spots of concentrated settlements and of agriculture. Mexico gets most of its wheat from the southern part of Sonora state, and the irrigated valley bottoms (around Hermosillo) are also used for maize, cotton and oranges. Farther south, in frost-free Sinaloa and Nayarit, sugar cane, dates, olives and vines are grown. The three coastal states we pass through make up 21 per cent. of Mexico, but include only 6 per cent. of its population. Most of the communities in the area remain entirely self-sufficient.

(km. 2,403) **Nogales,** half in Mexico, half in Arizona, lies astride a mountain pass, at 4,000 feet. It is a mining centre, with walnut groves around it and ranches which make good Mexican cheese. It is through Nogales that the winter vegetable crops of southern Sonora and Sinaloa are exported.

Feast Day : Cinco de Mayo Festival, lasting four days, celebrates the defeat of the French army at Puebla on the 5th May, 1862.
Hotel : Fray Marcos de Niza. Restaurant : Caverna Greca, in a cave.

The highway passes through the small mining towns of Imuris and Magdalena, both in the Magdalena Valley. The Cocospera mines are near Imuris and there are famous gold and silver mines near Magdalena, which has a great Indian fiesta in the first week of October. Beyond the cactus-strewn desert begins.

(km. 2,123) **Hermosillo,** capital of Sonora state, a modern city, a winter resort town, and centre of a rich orchard area. The La Colorada copper mines are to the E. It has a colonial Cathedral, an old quarter round an old plaza, and houses the University of Sonora. A local dish is medudo : beef tripe with corn. Altitude : 692 feet ; population : 43,519. Golf course.

Excursion : A dry weather road, 108 kms., goes west to Puerto Kino, on the Gulf. Across El Canal del Infiernillo (Little Hell Strait) from the port is the romantic and mountainous Isla del Tiburón (Shark Island). The Indians paint their faces.
Hotels : Bugambilia ; Laval ; San Alberto ; Assa furnished apartments.

At km. 1,988 our road reaches the Gulf at the port of **Guaymas,** on a lovely bay backed by harsh desert mountains. Good bathing, especially at Playa de Cortés, excellent deep-sea fishing, game in the hills and sea-food for the gourmet. Miramar Beach, on Baccochibampa Bay, circled by purple mountains, its blue seas sprinkled with green islets, is the resort section. Water sports on the 10th May. The climate is ideal in winter but unpleasant in summer. The 18th century church of San Fernando is worth a visit ; so also, outside the town, is the 17th century church of San José de Guaymas. Excursions : to the cactus " forests." Population : 18,890.

Hotels : Rubí, and Casa Grande, in the town ; Playa de Cortés, on Baccochibampa Bay, best and most expensive ; Miramar Beach.

From Guaymas to the next important town, Mazatlán, is 490 miles. We pass through a number of small towns. Los Mochis (km. 1,636.5), in a sugar-cane area, is a fishing and hunting resort with an American colony. Half an hour's drive along a side road takes us to Topolobampo, on the beautiful bay-and-lagoon indented coast. Some 150 miles beyond Mochis (at km. 1,429), is the capital of Sinaloa state, Culiacán, famous for its oysters. There was a Jesuit mission here in

1590, but the old town has disappeared. The safe beaches of ALTATA are half an hour by dirt road. Another 137 miles brings us to

(km. 1,204) **Mazatlán,** spread along a peninsula at the foot of the lofty Sierra Madre. It is the largest Mexican port on the Pacific side and the main industrial and commercial centre in the west. The beauty of its setting and its cool winters have made it a popular resort. It overlooks Olas Altas (High Waves) Bay. On one side of the peninsula the beach is fringed with groves of coconut palm : a South Sea Island scene ; on the other a fine promenade overlooks a number of picturesque islands—popular resorts for rest or pleasure—in the blue waters of the bay. There are more islands in the nearby lagoons, which teem with wild life. A great promenade, with a long slender beach at its foot, curves round the bay. Here the people walk when the day is done and watch the famous sunsets. The local carnival, the most celebrated in Mexico, is held just before Lent. Fishing is the big sport (sailfish, tarpon, marlin, etc.). Shrimp from the Gulf are sent, frozen, to all parts of Mexico. Alligator may be got at the mouth of the Piaxtla River, 45 miles N of the city. In the Sierra are deer, mountain lion, wild hog, pheasant, coyote. In the mangrove swamps are egrets, flamingoes, pelicans, cranes, herons, and duck. The best beaches, 4 to 7 miles from the city, are easily reached by taxi. Boats ply between the shore and the island beaches. The crooked streets can be explored in a reasonably cheap araña (spider) : a horse-drawn two-wheeler. On top of the only hill in the city is a park. The Lighthouse, on El Faro Island, is 515 feet above sea-water. Its light is visible 31 miles away. Population : 41,754.

Hotels : Freeman ; Belmar ; Motel Siesta ; Palacio ; Playa Mazatián (at Playa de las Gaviotas, outside the town).

It is 198 miles from Mazatlán to the charming small town of Tepic. Fifteen miles beyond Mazatlán, the Coast to Coast Highway to Durango, Torreón, Monterrey and Matamoros turns off left at Villa Unión.

Before reaching Tepic both road and railway begin that long climb from lowland level over the Sierra Madre to the Basin of Jalisco, 5,000 feet above sea level. At km. 943 a road leads off right and descends 3,000 feet to the rapidly growing seaside resort of SAN BLAS, 46 miles from Tepic. (There are bus services between the two).

Hotels : Playa Hermosa ; Bahia.

(km. 909) **Tepic,** capital of Nayarit state, altitude 3,024 feet, population, 29,500, founded in 1531 at the foot of the extinct volcano of Sangagüey. It still retains, after disastrous modernization, some of its colonial streets. The Huichol and Cora Indians of the Sierra come to town in very picturesque dresses ; their craftwork—bags and scarves woven in colourful designs and necklaces (*chaquira*) of tiny beads—can be picked up in the market, at its best on Sundays. The town has many little squares, all filled with trees and flowers. The Cathedral, with two fine Gothic towers, is in Plaza Principal. Worth seeing are the Municipal Palace, whose lower floor is in Doric and the upper in Ionic ; the Amado Nervo Theatre ; the State Museum ; and the Convento de la Cruz, on the summit of a pleasant wooded hill. The landscape around Tepic is wild and mountainous.

Nearby are the Ingenio and Jala waterfalls, good places for picnics.

Hotels : Sierra de Alica ; La Loma ; Imperial ; Bola de Oro.

Excursions : To large Toltec ruins not far away ; to various beaches along the coast, some of them off the Nogales Highway we have come along : Novillero (turn off at Acaponeta) ; Los Corchos (turn off near Ruiz) ; San Blas (turn off 18 miles from Tepic). Two more—Chacala and Puerto Villarta—are along the road passing through Campostela, a pleasant small town with an old church (1539).

Road and railway to Guadalajara—120 miles from Tepic—now enter the Sierra of Nayarit and during the tortuous climb up to the basin floor pass through tunnels and over gorges with splendid views of the purple mountains. The gorges of Nayarit at Ixtlán 5 miles from Tepic, are quite terrifying : road and rail twist and turn 1,500 feet above a dizzying gorge, with wild and frightful views of rugged chaos. The air is distinctly cooler as the rolling plateau floor is reached. TEQUILA (48 miles from Guadalajara), in its maguey lands, is one of the places where the intoxicating drink named after it comes from.

(km. 676) **Guadalajara,** capital of Jalisco state ; altitude, 5,212 feet ; population, 420,000, and 426 miles from Mexico City, was founded in 1530 and is today second only to the capital. It is a fine, clean town, not unlike the towns of southern Spain. Graceful colonial arcades, or portales, flank scores of old plazas and shaded parks. The climate is mild, dry and clear all through the year. The best shops are in or near the Plaza Mayor and the Calle de San Francisco. The Plaza Mayor is flanked by the Government Palace (1643) where, in 1810, Hidalgo issued his first proclamation abolishing slavery (plaque). The main attraction here is Orozco's great murals on the central staircase. (Other works by this artist can be seen at the Hospicio or Orphanage, a beautiful building with 22 patios, at the University and at the Museo Teller José Clemente Orozco). On the Plaza Mayor also is the Cathedral, begun in 1561, finished in 1618, and therefore a medley of styles ; excellent view from the tower. There is a reputed Murillo Virgin inside. North-east of the Cathedral is the State Museum in an old monastery (1700), and two blocks east is the enormous and fantastically decorated Degollado Theatre (1866). The best churches to visit are Santa Mónica, with a richly carved facade ; El Carmen, whose interesting interior is decorated by local art, and San Francisco (1550). To the south of this last church is the quite exquisite Jardín San Francisco, and to the east the old and quaint church of Our Lady of Aranzazu. Other sights worth seeing are the Agua Azul park in the southern suburbs (swimming pools ; dances) ; the markets ; the two glass factories at Tlaquepaque where the blue, green, amber and amethyst blown glass articles are made ; and the Casa de los Telares (Calle de Hidalgo 1378), where Indian textiles are woven on hand looms. Potters can be watched at work both here and at Tlaquepaque.

Industries : Textiles, shoes, soap, clothing, tiles and glassware, pottery. There are breweries, tanneries, flour and sugar mills.

Sport : Bullfights : November to March ; 18-hole golf at airport and Country Club, which has tennis and swimming also.

Hotels : Fenix ; Roma ; Guadalajara ; del Parque ; Gran ; Morales.

Rail : Southern Pacific to Nogales and Los Angeles ; National Railways to Mexico City ; to Manzanillo.

Excursions : 5 miles to the great canyon of Barranca de Oblatos, 2,000 feet deep, with the Río Santiago hurtling and cascading at the bottom : a stupendous sight. Guides to the bottom.

To the north-eastern suburbs of Tlaquepaque and Tonalá, by tram or bus, to see the glass factories, the potters at work, or just for enjoyment : much mariachi music.

To Lago de Chapala, 40 miles to the south-east. At El Castillo, 15 miles along the route, turn off along an earth road to (8 miles) the Salto de Juanacatlán, a waterfall which drops 70 feet over a 500-foot wide horseshoe into a giant chasm. Chapala town, on the northern shore of Lake Chapala (70 miles long by 15 to 20 wide) has thermal springs and a good hotel and is a popular resort. The lake is set in beautiful scenery but the receding waters are leaving the town high and dry. There are boats of all kinds for hire, water-fowl shooting in autumn and winter, sailing, and the lake teems with freshwater fish. Indian fishing methods are fascinating. Ajijic, 7 kms. to the west, a smaller and more Indian village ; it has an arty-crafty American colony.

Chapala Hotels : Villa Montecarlo ; Nido.

To **Manzanillo,** which, since a spectacular 160-mile railway has been driven down the sharp slopes of the Sierra Madre through Colima, has become Mexico's chief inlet and outlet on the Pacific. The road from Guadalajara is 85 miles along the highway to Mexico City as far as Jiquilpan, and then along a paved way for another 195 miles. Colima, 60 miles from Manzanillo, capital of Colima State, is at an altitude of 1,647 feet, and has a population of 28,658. Grand views of Colima volcano (12,278 feet), which erupted with great loss of life in 1941, and of El Nevado (14,370 feet). They can be climbed from Zapotlán. Distractions at Manzanillo are deep-sea fishing, bathing, and hunting in the hills. The best beach is the lovely crescent of Santiago, 5 miles north, but there are three others.

Hotels : At Santiago Beach : Playa de Santiago ; Anita. At the port : Foreign Club ; Colonial.

Continuing to Mexico City : We go round the southern shores of Lake Chapala, and after 85 miles come to Jiquilpan, (a road leads off, right, to Manzanillo). There are murals by Orozco and a good collection of pre-Spanish sculpture in the library here.

We are now in the state of Michoacán, where the Tarascan Indians live. It is a romantic country of deep woods, fine rivers and great lakes. Climates run the whole gamut from tropical through temperate to cold as altitudes vary. Fruit, game, and fish are abundant. It has some of the most attractive towns and villages in the country. The Tarascans are far more interesting than all other Indians save the Mayas. Visitors are captivated by their as yet uncorrupted customs, folklore, ways of life, craft skills (pottery, lacquer, featherwork), music and dance. Some of the Tarascan potters are so devout that they will only ply their hereditary trade on the feast days of St. Ursula and St. Martin.

The dance is of first importance to them. It is usually performed to the music of wooden drum, flute and, occasionally, a fiddle. Masks are often worn and since the dance is part of a meaningful ritual, it is done intently and seriously. The dances which most impress outsiders are the dance of Los Viejitos (Old Men ; at Janitzio, January 1st) ; Los Sembradores (The Sowers ; February 2nd) ; Los Moros (The Moors ; Lake Pátzcuaro region, fiestas and carnival) ; Los Negritos (Black Men ; fiestas at Tzintzuntzan) ; Los Apaches (February 4th, at the churches) ; Las Canacuas (The Crown dance ; Uruapan, on Corpus Christi). At the weddings of fisherfolk the couple dance inside a fish net. In the local fandango the woman has fruits in her hand, the man has a glass of aguardiente balanced on his head, and a sword ; the gyrating stops abruptly and the man slashes a great arc with his blade. Michoacan is the home of the costumed Mariachi musicians, whose instruments are mostly guitars. They play, or serenade, for money.

Zamora (36 miles beyond Jiquilpan), with 13,000 people, is an agricultural centre with passable hotels (*Fenix, Mendoza*). It was founded in 1540. On 25 miles is Carapan, from which a branch road runs 30 miles south through good scenery to **Uruapan,** (" Place where flowers are plentiful "), a town of 20,000 set amongst streams, orchards and waterfalls at 5,500 feet. The most attractive of its three plazas is the Jardín de los Mártires, with the 16th century church facing it. In the portales or at the market can be bought the local lacquered bowls and trays, or the delicate woodwork of the Paracho craftsmen, Patamban green glassware and Capácuaro embroideries.

Hotels : Mi Solar ; Mirador ; Progreso, and others.

Excursions : Through coffee groves and orchards along the Cupatitzio (Singing

River) to the spectacular Zaráracua Falls. To the Volcano of Paricutín, 13 miles. It started erupting, under the eyes of a startled peasant, on 20th February, 1943, became fiery and violent and rose to a height of 2,800 feet above the 7,000 foot high region, and then died down after several years into a quiet grey mountain surrounded by a sea of cold lava.

(km. 400) ZACAPU, a small town. See the Franciscan church (1548).

(km. 357) **Quiroga,** where a road turns off right for Patzcuaro and the lake, heart of the Tarascan Indian country. The town is named after Bishop Vasco de Quiroga, who was responsible for most of the Spanish building in the area and for teaching the natives the various crafts they still practice. We pass through TZINTZUNTZAN, the pre-conquest Tarascan capital. In Calle Magdalena are the ruins of a monastery built in 1533 but closed over 250 years ago. The bells of its church still hang in olive trees in the atrium, to prevent their being thrown down by earthquake. The old church has recently been burnt down.

Pátzcuaro (23 kms. from Quiroga) ; alt., 7,252 ; pop., 10,331), one of the most picturesque small towns in Mexico, with narrow, cobbled streets, is built on Lake Pátzcuaro, about 30 miles in circumference, with Tarascan Indian villages on its shores and many islands. The Indians come by huge dugout canoes at 6 on Friday morning for the market, held in the main plaza, shaded by great trees. There are several interesting buildings : the unfinished La Colegiata (1563), with its much venerated Virgin fashioned by an Indian from a paste made with cornstalk pith and said to have been found floating in a canoe ; the ruined Jesuit church of La Compañía at the top of Portugal Street, which contains the ashes of Bishop Vasco de Quiroga ; behind this street are two interesting ecclesiastical buildings : the Colegio Teresiano and the Templo del Santuario ; on Lerin Street is the ancient monastery, with a series of small patios. (Murals by Juan O'Gorman in the library). On Allende Street is the residence of the first Governor. Fifteen minutes' walk outside the town is the Chapel of El Calvario, on the summit of Cerro del Calvario, a hill giving wide views. The Museum of Popular Art is in the Colegio de San Nicholás (1540) : it is very well arranged and worth seeing.

An excursion can be made into the hills to the village of Santa Clara del Cobre, where all the hand wrought copper vessels come from. (Fiesta : August 12th-15th). The best island to visit is JANITZIO (2 hours by motorboat), most picturesque, with the charming small church of San Geronimo containing Indian idols, but an unfortunate monument to Morelos crowning a hill. The lake water is cold. Winter is the best time for fishing. Wildfowl are hunted. White fish from the lake is a delicacy.

Fiestas : Nov. 1-2 : Dia de Muertos (All Souls' Day), particularly impressive ceremony at midnight, Nov. 1, on Janitzio island ; Dec. 8, when Tarascan dances are performed, including the Dance of the Old Men ; Carnival in February when the Dance of the Moors is done.

Hotels : Posada de don Vasco (2 miles out) ; De la Rosa ; El Lago ; Atzimba.

(km. 314) **Morelia,** capital of Michoacán state ; population, 63,245 ; alt., 6,307 feet ; a beautifully built rose-tinted city, but rather dull ; founded in 1541. The Cathedral (1640), set between the two main plazas, with graceful towers and a fine facade, is the only large church in Mexico in the Plateresque style ; there are paintings by Juárez in the sacristy. Facing it is the Government Palace (1732-70). Even more interesting than its five colonial churches are the many beautiful colonial houses still standing. There are plaques on the houses in which the revolutionary Morelos was

born and lived, and on the houses of Melchior Ocampo, and the two unfortunate Emperors of Mexico : Agustín de Iturbide and the Archduke Maxmilian of Austria. The Colegio de San Nicholás (1540) is the oldest surviving institution of higher learning in Mexico. (It has a Summer School for foreign students). Thursday is market day ; specialities : pottery, lacquer, woodcarving, jewellery, blankets. Food and drink specialities in the portales (arches) round the main plaza : fruit jams (ates), candies, and rompope (a milk-egg rum). On the outskirts, on the road to Mexico City, are the 224 arches of a ruined aquaduct built in 1788.

Hotels : Virrey de Mendoza ; Alameda ; Casino ; Los Perez Motel.

The road soon climbs and we run through 30 miles of splendid mountain scenery : forests, waterfalls, and gorges.

(km. 244) MIL CUMBRES (Thousand Peaks), magnificent view over mountain and valley. The road descends into a tropical valley. Worth a glance are the facade of the 16th century church at CIUDAD HIDALGO (km. 212) ; and the old Colonial bridge and church at TUXPAN (km. 193). At km. 183 a side road runs, right, to the spa of SAN JOSÉ PURÚA at 5,904 feet, in a wild setting of mountain and gorge and orchard. The radioactive thermal waters are strong. First class hotel.

(km. 86) a branch road, left, goes to the new mountain resort of VALLE DE BRAVO, on the edge of the artificial lake created by the hydro-electric plant. Hotel : *Refugio del Salto.*

WILL YOU HELP US, PLEASE?

WE DO ALL we can to get our facts right in **THE SOUTH AMERICAN HANDBOOK.** Each chapter, in each issue, is thoroughly revised, and each year, by men who live in each of the various Republics. When revision is not enough to meet rapidly changing conditions, whole chapters are rewritten. But Latin America covers a vast area, and our eyes cannot be everywhere. A hotel, a restaurant, a cabaret dies ; another, and a good one, is born ; a building we describe is pulled down, a street renamed. You may know what we do not. Would you please be good enough to drop us a letter and put us right ?

—THANK YOU.

(km. 75) A road branches off to the volcano of Toluca and climbs to the lakes of the Sun and the Moon in its two craters, at 15,000 feet, from which there is a wide and awe-inspiring view.

(km. 64) **Toluca,** population, 52,983 ; alt., 8,744 ; capital of the state of Mexico, famous mostly for its vivid Friday market where tourist-conscious Indians sell colourful woven baskets, sarapes, rebozos, pottery and embroidered goods.

Excursion : From near the village of Lerma, on the road to Mexico City, a side road runs S. Along the road, or reached from it, are a number of most interesting "art and craft" producing villages, all with old churches. Passenger autos (Turismos) go through them as far as Ixtapan de la Sal from Toluca and from No. 37, Plaza de las Vizcainas, Mexico City.

The first village is METEPEC, where painted clay bulls, and figures of the Three Wise Men, can be bought at the Monday market. Interesting convent. On to Tenango del Valle and through a canyon to sub-tropical TENANCINGO, near which is the magnificent 18th century Carmelite Convent of El Santo Desierto, making beautiful rebozos. The town itself weaves fine rebozos and its fruit wines are delicious and cheap. On 20 miles to IXTAPAN DE LA SAL, a popular spa with medicinal hot springs which is now being rapidly developed. Market day : Sunday. Fiesta : second Friday in Lent. (*Hotel Ixtapan* ; *Bungalo Lolita*). The road has been pushed on to Taxco.

The Basin of Toluca, the highest in the Central Region, is the first of a series of basins drained by the Río Lerma into the Pacific. To reach Mexico City from Toluca—40 miles by road—it is necessary to climb above 10,000 feet over the intervening mountain range. The centre of the basin is swampy. (km. 50) LERMA, a small city, is on the edge of the swamp, the source of the Lerma river. The road climbs through hills and woods and meadows (with backward views of the snow-capped Nevado de Toluca volcano) to the summit at Las Cruces (km. 32 ; 10,381 feet). There are occasional great panoramic views of the City and the Valley of Mexico during the descent. (km. 24) DESIERTO DE LOS LEONES, a beautiful pine forest made into a national park. (It can be reached also from Mexico City by a fine scenic road from Villa Obregón). In the woods is an old Carmelite Convent, and around are numerous hermitages. Inside the Convent are several subterranean passages and a Secret Hall with curious acoustic properties. (km. 12) The road divides : the main branch enters Mexico City by the Lomas de Chapultepec and the Paseo de la Reforma ; and the other, the old road, by the Calzada (Boulevard) de Maderos along one side of Chapultepec Park.

MEXICO CITY.

Mexico City, the capital, altitude 7,434 feet, population about 4,000,000, is of outstanding importance in politics, culture, commerce and industry. The city, the oldest in North America, is built upon the remains of Tenochtitlan, the Aztec capital, and covers some 15 square miles. The intermont basin in which it lies is ringed by great mountains. To the south-east rise the peaks of Popocatépetl and Ixtaccihuatl (eestaseewatl), rising to over 17,000 feet. To the south the crest of the cordillera is capped by the wooded volcano of Ajusco.

Mexico's architecture ranges from Spanish-Baroque to ultra modern : it is, indeed, fast becoming a city of skyscrapers. The tallest, the Latino-Americano building, corner of Madero and San Juan de Latran, has 45 floors. The city suffers from a fever of demolition and rebuilding. Of late years it has burst its ancient

boundaries and spread, but the new residential suburbs are most imaginatively planned. Like all big centres, it is faced with a fearsome traffic problem ; the big modern avenues can take the car traffic but the old narrow streets create terrible congestion. The noise used to be deafening, but a comparative silence fell after the use of motor horns was forbidden.

Because of the altitude, the climate is mild and exhilarating save for a few days in mid-winter. Tourists pour in between November and March, but residents like the summer months best. The normal annual rainfall is 26 inches, and all of it falls—usually in the late afternoon—between May and October. December and January are the coldest months ; winter nights are cool. Evening wraps are required.

Mexican Tourist Bureau : Av. Juárez 89.

Hotels :		*Number of rooms*	*Room only (pesos)*
Reforma	Av. Reforma, Corner of Calle Paris	250	100 to 500
del Prado	Av. Juárez 70	665	60 to 470
Bamer	Av. Juárez 52	150	80 to 200
Monte Cassino	Genova 56	150	65 to 550
Francis	Av. Reforma 64	100	45 to 70
Ritz	Madero 30	160	35 to 85
Prince	Luis Moya 12	120	40 to 115
Geneve	Londres 130	450	22 to 80
Maria Cristina	Lerma 31	100	35 to 80
Montejo	Av. Reforma 240	54	30 to 75
Regis	Av. Juárez 77	320	25 to 160
Meurice	Marsella 28	42	37 to 73

Restaurants : All the best hotels have excellent restaurants. " New Horizons," (Pan-American World Airways), recommends the following :—

Ambassadeurs, Paseo de la Reforma 12 (swank and high priced) ; *Prendes*, 16 de Septiembre 12 (good European food, moderate) ; *Cadillac*, Melchor Ocampo 351 (Franco-Mexican, moderate, good) ; *Quid*, Puebla 154 (very special) ; *Shirley's Restaurant*, Villalongin 139 (real American food, moderate) ; *Focolare*, Hamburgo 87 (swank and high priced) ; *Café de Tacuba*, Tacuba 28 (Mexican national dishes, moderate) ; *Rivoli*, Hamburgo 123 (a gourmet's delight, high priced) ; *Jena*, Morelos 110 (deservedly famous, á la carte, expensive) ; *Café de Paris* in the Hotel Reforma ; *Paolo*, Juárez 77 (Italian specialities, expensive, good) ; *Parador*, Calle de Niza 17 (Spanish specialties, expensive, good) ; *Sanborn's*, Madero 4 (United States dishes and Mexican, too).

Bars : *Bar La Terraza*, in the Hotel Reforma ; *Montenegro* and *Nicte-Ha*, in Hotel del Prado ; *La Cucárracha*, Gantel ; *El Colmenar*, Ejido y Eliseo.

Cabarets and Night Clubs : *Capri*, at the Regis Hotel, Juárez 77. *El Patio*, Atenas No. 9 ; *Versailles*, in the Hotel del Prado ; *Intimes*, Nuevo Leon 20 ; *Café de Paris*, Hotel Reforma ; *Waikiki*, Paseo de la Reforma. Night Club tours include several of the more risky—and interesting—ones.

Tourist Agencies : Wagon-Lits Cook, Ave. Juárez No. 88, Mexico City ; Wells Fargo & Co., Express, 5 de Mayo y Filomeno Mata, Mexico City ; Aguirres Guest Tours, Ave. 5 de Mayo No. 805, Mexico City ; H. E. Bourchier Sucrs., Gral. Prim 27, Mexico City ; Turismo, S.A., P. de la Reforma 1 ; Travel, S.A., Ejido No. 2 ; Transportes Internacionales, S. de R.L. Ramón Guzmán 114-Desp. 210 ; Tour-Mex, S.A., P. de la Reforma 95 ; Ramirez Sightseeing Tours & Travel Bureau, Calle Danubio 39.

General Steamship Agencies : H. E. Bourchier Sucrs., S.A., Gral. 2 an. Gral. Prim. No. 27, Mexico City, representatives for all the main steamship and air companies.

Conveyances : Trams : fare 15 cents. Buses : 15, 25 and 35 cents (within city limits).

Taxis : Taxis are fitted with " Taximeters." The " flag " charge per journey is 1.50 pesos. Fares should be agreed in advance, on a basis of time and distance, outside the City. Hired Cars : Fix the price for long hire before making the trip.

Entertainments : Theatres : Palacio de Belles Artes, Arbeu, Ideal, Hidalgo, Fabregas, Lirico, Iris. There is a large number of Cinemas.

Horse Races : Hipódromo de las Americas, every Thursdays, Saturdays and Sundays.


MEXICO CITY
CENTRAL DISTRICT
C. VENEZUELA
C. SAN ILDEFONSO
C. J. GUERRA
AV. REP. DE GUATEMALA
C. MONEDA
C. ACADEMIA
C. SOLEDAD
AV. CORREGIDORA
C. JESUS MARIA
C. CORREO MAYOR
AV. CARMEN
AV. ARGENTINA
AV. REP. DE CUBA
AV. REP. DE CHILE
BRASIL
AV. REP. DE PERU
AV. CARRANZA
AV. J. M. PINO SUAREZ
AV. URUGUAY
AV. VENUSTIANO CARRANZA
C. MESONES
C. REGINA
C. ISABEL LA CATOLICA
AV. REPUBLICA DEL SALVADOR
C. SAN GERONIMO
AV. SAN MIGUEL
C. BELISARIO DOMINGUEZ
C. REPUBLICA DE CUBA
C. DONCELES
C. TACUBA
AV. 5 DE MAYO
AV. MADERO
AV. 16 DE SEPTIEMBRE
AV. SERDAN
C. SAN JUAN DE LETRAN
C. MINA
AV. HIDALGO
LA ALAMEDA
AV. JUAREZ
AV. INDEPENDENCIA
C. REVILLAGIGEDO
C. BALDERAS
C. ARCOS DE BELEN
C. ZARCO
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Bull-Fights : Ciudad de los Deportes (Plaza México). The chief fights start in November (first Sunday).

Jai-Alai : Events by the foremost players in the world every day at the " Frontón México."

Golf at Chapultepec Golf Club and Churubusco Country Club.

Boxing : Every Wednesdays and Saturdays at the " Arena Coliseo."

Wrestling : Every Thursdays and Sundays.

Hiking : Every weekend at the clubs " Alpino " and " Everest."

Swimming : Agua Caliente, Las Termas, Balneario Olimpico, Elba, Centro Deportivo Chapultepec and others.

Tennis, golf, association football, baseball and basketball are very popular in Mexico City.

Clubs :—

Sports.—Reforma Athletic Club, Hacienda de los Morales, Lomas de Chapultepec.
Country Club in Churubusco.
French Club in San Angel.
British, Mexican, and Spanish Boating Clubs, in Xochinilco, near Mexico City.
Y.M.C.A., Corner of Balderas y Morelos.
Y.W.C.A., Corner of Humboldt and Articulo /123.
Polo Club in Chapultepec Heights.

General.—British Club, Juárez 14, 11th and 12th floors.
American Club, Bolivar /31.
Spanish Club, I. la Catolica /29.
Lions Club, Av. Nuevo Leon 16.
Rotary Club, Londres 15.
Automobile Club (Associacion Mexicana Automovilistica-Ama) Paseo de la Reforma, No. 46.
Women's International Club, Humboldt No. 47.
University Club of Mexico, Paseo Reforma 150.
Junior League Library, Morbide Building, Av. Madero.

Shops and Stores : Avenida Madero is like the Rue de la Paix in Paris. Sanborn's is famous for textiles and handcrafts. Tillett's, on Paseo de la Reforma, has wonderful handblocked prints. There are also good shops on 5 de Mayo and 16 de Septiembre. Mexican jewellery of hand-made silver can be bought everywhere. Among the good silver shops are Sanborn's, Calpini, Prieto, and Vendome. Weston's, Madero 13, has antiques and curios. There are also good buys in perfumes, quality leather, and suede articles. There is a market in every district selling pottery, glassware, textiles, serapes and jewellery. The National Pawn Shop turns up a bargain now and then. Mexican tinware and Mexican lacquer are to be found everywhere.

Addresses :—

British Embassy, Calle Lerma 71. A Commercial Counsellor and a Consul have offices at the same address.
British Chamber of Commerce, San Juan de Letran 21. (Office 700.)
U.S.A. (Leg.), Niza 53 (Con.), Insurgentes 105.
American Chamber of Commerce, San Juan de Letran 24.
Immigration Department, Bucareli 99, Mexico City.
Anglo-Mexican Cultural Institute (with British Council Library), Maestro Antonio Casa 127.

English Speaking Churches :—

Protestant.—Christ Church in Articulo 123/134, Mexico City.
Roman Catholic.—Guadalupe Church, in Enrique Martinez /7, Mexico City.
Union Evangical in Humboldt /50, Mexico City.

British American Cowdray Hospital, or the A.B.C., to give it its popular name.

Freemasonry Lodges : York Rite in 12a Calle de Puebla 257, Mexico City.

Banks (Mexico City) : 9.00 a.m.—1.00 p.m. ; (Sats., 10—12.00).
Banco de Comercio, S.A., Venastiano Carranza No. 42.
Banco de Mexico, S.A., Av. 5 de Mayo /2.
Banco Nacional de Mexico, S.A., Av. 1. la Catolica /34.
Banco de Londres y Mexico, S.A., Corner of 16 de Septiembre y Bolivar, and numerous others.
National City Bank of New York, Uruguay e Isabel la Católica.

Excursions in and around the city may easily take up ten days. Our street map is marked with numerals denoting the places of most interest to visitors. Each such place is here described under the numeral which stands for it in the map.

1. The Zócalo, the main square, or Plaza Mayor, centre of the oldest part, always alive with people, and often vivid with official ceremonies and celebrations. On the north side, on the site of the Great Teocalli or temple of the Aztecs, is

2. The Cathedral, the largest and oldest church in the New World : first built, 1525 ; rebuilding began 1573 ; consecrated, 1667 ; finished, 1813. Singularly harmonious, considering the many architects employed and time taken to build it. Next to the Cathedral is the Sagrario Metropolitano, 1769, with exquisite Churrigueresque facade. Behind the Cathedral at the corner of Av. Guatemala and Calle Seminario, are some Aztec ruins.

On the west side of the Zócalo are the Portales de Mercaderes (Arcades of the Merchants), very busy since 1524. North of them, opposite the Cathedral, is, at

3. the Monte de Piedad (National Pawnshop) a colonial building where bargains are often found. Monthly auctions of unredeemed pledges.

4. El Palacio Nacional (National Palace), takes up the whole eastern side of the Zócalo. Built on the site of the Palace of Moctezuma and rebuilt in 1692 in Colonial-Baroque, with its exterior faced in the red volcanic stone called *tezontle* ; the top floor was added by President Calles. The Palace is the official home of the President and houses various government departments. Over the central door hangs the Liberty Bell, rung at 11 p.m. on September 15 by the President, who gives the multitude the Grito—Viva Mexico ! The wall paintings on the staircase are by Diego de Rivera. Open daily ; guides.

5. Museo Nacional de Antropologia (National Museum of Anthropology), part of the National Palace, a grand 17th century building open 10-8, or until 2 p.m. Sundays. Tourists are strongly advised to visit this museum before seeing the Pyramids. Here is the famous Aztec calendar weighing 25 tons, several sacrificial stones, a fine collection of idols and armour, Maximilian's furniture, the carriage of Benito Juárez, and Indian craft products.

6. El Palacio de Justicia (Palace of Justice), modern, in Colonial style ; see frescoes by Orozco.

7. Escuela Nacional de Bellas Artes (School of Fine Arts), at the corner of Academia and Calle Moneda (10 a.m. to 1 p.m.), has fine Mexican colonial painting and some tolerable examples of the European masters.

8. Escuela Nacional Preparatoria (National Preparatory School), built 1749 as the Jesuit School of San Ildefonso in splendid Baroque. There are some exciting frescoes by Orozco and (in the Anfiteatro Bolívar) by Diego Rivera and Fernando Leal.

9. Ministry of Education, built 1922, contains frescoes by a number of painters. Here are Diego Rivera's masterpieces, painted between 1923 and 1930, illustrating the lives and sufferings of the common people.

10. Plaza 23 de Mayo (formerly Santo Domingo), two blocks north of the Cathedral, a small, intimate little plaza hemmed in by fine colonial buildings :—

(a) To the south west, the Federal District Treasury, in a beautiful Colonial palace ;
(b) On the west side, ancient Arcades of Santo Domingo, where public scribes still carry on their business ;
(c) On the north side, the Church of Santo Domingo, in Mexican Baroque, 1737. Note the carving on the doors and facade ;
(d) In the north east corner, the School of Medicine, where the tribunals of the Inquisition were held. There is a remarkable staircase in the patio.

It is worth strolling in the streets around, where there are fine examples of colonial building, particularly La Casa del Conde de Santiago, Av. Pino Suárez 30, corner of Av. Salvador.

11. Two blocks east of Santo Domingo is the Church and Convent of San Pedro y San Paulo (1603), both massively built and now turned over to secular use. A block north of it is the public market of Abelardo L. Rodriguez, with striking mural decorations. The market is nearly always the most interesting sight in any Mexican town. In Mexico City each quarter has one.

12. Church of Loreto, built 1816, and now tilting badly, is on a square of the same name surrounded by Colonial buildings.

13. La Santísima Trinidad (1677, remodelled 1755), to be seen for its fine towers and the rich carvings on its facade.

14. The Mercado Merced, the largest market, whose activities spread over several blocks. In the northern quarter of this market are the ruins of La Merced Monastery. The 18th century patio is almost all that survives, but this is so glorious that it is worth some trouble to find it.

15. The oldest hospital in the New World, Jesús Nazareno, founded 1526, by Cortés, but remodelled in 1938, save for the patio and staircase.

16. Biblioteca Nacional (National Library), in the bulky colonial church of San Agustín. Over 250,000 volumes, including the first books printed in Mexico.

Avenida Madero leads from the Zócalo west to the Alameda.

At (17) is La Profesa church, late 16th century, with a fine high altar and a leaning tower. At (18) the 18th century Iturbide Palace, Av. Madero 17, once the home of Emperor Iturbide (1821-23) ; it is now a congeries of shops and offices and in poor repair. The great sight of Av. Madero, however, is (19), the Casa de los Azulejos (House of Tiles), at the Alameda end of the street. Now occupied by Sanborn's Restaurant, it was built in the 16th century, and is brilliantly faced with blue and white Puebla tiles. The staircase walls are covered with Orozco frescoes. Over the way (20) is the Church of San Francisco, founded in 1525 by the " Apostles of Mexico," the first 12 Franciscans to reach the country. It was by far the most important church in colonial days. Cortés was buried here for some time ; so was Iturbide ; all the Viceroys attended the church. It is now, ironically, in Protestant hands.

Beyond San Francisco church, Calle San Juan de Letran leads south towards (21) Las Vizcainas (The Biscayans), at Plaza Las Vizcainas, one block east. This huge building was put up in 1734 as a school for girls ; some of it is still so used, but some of it has become slum tenements. In spite of neglect it is still the best example of Colonial Baroque in the city.

22. Palacio de Bellas Artes (Palace of Fine Arts), a large, showy building which houses a museum and a theatre. Its domes are lavishly decorated with coloured stone. The museum has old and contemporary paintings, prints, sculpture, and handicraft articles. The fresco by Rivera is a copy of the one rubbed out in disapproval at Radio City, New York. Other frescoes are by Orozco, Tamayo and Siqueiros. Daily, 10-5.30 ; Sundays, 10-2. The most remarkable thing about the theatre is its glass curtain designed by Tiffany. It is solemnly raised and lowered—for a fee—on Sunday mornings between 9 and 10.

West of the Palace is the ancient Alameda, a large plaza shaded by trees : a very good place to observe how the people spend their leisure hours. On the northern side, on Av. Hidalgo, is the Jardín Morelos, with a flower market for funerals, and flanked by two old churches : Santa Veracruz (1730), to the right, and San Juan de Dios, to the left. The latter has a richly carved Baroque exterior ; its image of San Antonio de Padua is greatly visited by those who are broken hearted by love or by lack of it.

Moving eastwards along Av. Hidalgo, beyond the Palace of Fine Arts, on the right, at

23, is the Post Office, always open ; built 1904, in mock-antique.

North from the west side of the Post Office leads to the Calle Santa María la Redonda, at the end of which is Plaza Santiago de Tlaltelolco, next oldest Plaza to the Zócalo. Here was the main market of the Aztecs, and on it, in 1524, the Franciscans built a huge church and convent. The church is still open, but the convent has been turned to other uses. A tree-shaded and most interesting old square.

24. Palacio de Mineria (School of Mines), Calle Tacuba 9, (1797), a glorious old building, parts of it so sunk that some windows are half underground.

Along the south side of the Alameda runs Av. Juárez, a fine street with a mixture of old and new buildings. In the Hotel del Prado's restaurant, facing the Alameda, a fresco by Diego Rivera which caused a scandal is exposed on Sunday mornings. A stroll down Calle Dolores, a busy and fascinating street, leads to the market of San Juan. The colonial church of Corpus Christi, on Av. Juárez, is now used to display and sell folk arts and crafts. The avenue ends at the small Plaza de la Reforma, on which (25) is a magnificent equestrian statue, " El Caballito," of King Charles IV cast in 1802 ; it weighs 26 tons and is the second largest bronze casting in the world. Near it is the National Lottery building. Drawings are held three times a week, at 8 p.m. : an interesting scene open to the public. Beyond " El Caballito " is the Monument to the Revolution of 1810 : a great copper dome soaring above supporting columns set on the largest triumphal arches in the world.

South of this area, at (26), on Plaza Ciudadela, is a large colonial building, La Ciudadela, put up in 1700. It has been used for all kinds of purposes but has settled down as a munitions factory with an artillery museum.

Beyond El Caballito the Av. Juárez continues as the wide and handsome Paseo de la Reforma, two miles long, to Chapultepec Park : shops, offices, hotels, restaurants all the way. Along it are monuments to Columbus ; to Cuauhtemoc, the Aztec king who fought the Spaniards ; and a 150-foot marble column to Independence, with an angel topping it. Grand view from the summit. Just before entering the park is the Salubridad (Health) Building. Visitors can go into the Salón de Actos and see Rivera's frescoes of Life, Wisdom, Science, Health, Purity, and Continence, all, curiously enough, women, and all nude.

Chapultepec Park, at the end of Paseo de Reforma, with its thousands of Ahuehuete trees, is one of the most beautiful in the world. Here are the Don Quixote fountain, the Frog's fountain, the Niños Monument, the Zoo enclosure,

and Monkey Island, a replica of Cacahuapilpa Caves. At the top of a hill in the park is Chapultepec Castle, with a view over Mexico Valley from its beautiful balconies. (Visitors to the castle should take car or bus marked "Tacubaya," "La Cima," or "Lomas de Chapultepec"). It has now become the National Museum of History, open 9.30-6.30, but 10-5.30 on Sunday.

In the city, but outside our map, there are these places of interest to tourists.

NATURAL HISTORY MUSEUM: Calle Chopo 10, in the old Santa María area: take street cars or buses "La Rosa" or "Juárez Loreto" to Calle Estaciones. Open 10-1 and 3-5 except Saturdays and Sundays.

THE BULL RING, "El Toreo," is the largest in the world. Bull fights are held every Sunday at 4 p.m. from October through March. The Bull Ring is in the Ciudad de los Deportes (City of Sports), Plaza Mexico, reached from Paseo de la Reforma by Av. de los Insurgentes. (A little to the west of where Los Insurgentes crosses Chapultepec, and on Av. Chapultepec itself, between Calles Prago and Varsovia, are the remains of the old aquaduct built in 1779 to bring water to the city). Besides the Bull Ring the Sports' City contains a football stadium holding 50,000 people, a boxing ring, a cinema, a frontón court for jai-alai, a swimming pool, restaurants, hotels, etc.

On Avenida Insurgentes itself is a remarkable new building by the architect Alejandro Prieto: the Teatro de Los Insurgentes, a theatre and opera house seating 1,300 people. The main frontage on the Avenida consists of a high curved wall without windows. This wall is entirely covered with mosaic decoration, the work of Diego Rivera: appropriate figures, scenes, and portraits composed round the central motif of a gigantic pair of hands holding a mask, an intricate and delicate design worth going a distance to see.

THE NATIONAL STADIUM, to hold 80,000 people, is not far from the Bull Ring. It is at the end of Calle Orizaba, south from Av. Chapultepec. The frescoes on the facade are by Diego de Rivera. Games and cultural festivals are held here in the summer.

FRONTÓN MEXICO, on the north side of Plaza Republica, reached by Av. Juárez from "El Caballito," is the best place to watch Jai-Alai, the national ball game. It seats 4,000. The people in red caps amongst the spectators are the "corredors" who place the bets.

Environs:—

The world famous UNIVERSITY CITY is 11 miles out *via* Insurgentes on the Cuernavaca Highway. This magnificent group of buildings is set amongst the black boulders, green grass, trees and flowers of the Pedregal, a sea of petrified lava. Perhaps the most notable building is the 10-storied library tower, by Juan O'Gorman, its walls iridescent with mosaics telling the story of Mexican culture. Across the highway is the Olympic Stadium, seating a 100,000, in shape, colour, and situation a world's wonder. Diego Rivera has a sculpture-painting telling the story of Mexican sport.

The **Pyramid of Tenayuca,** 6 miles to the north-west, is about 50 feet high and the best preserved in Mexico. A guide takes you round this astonishing monument. It is not far from the old town of Tlalnepantla: see the ancient convent on the Plaza and the church (1583), which contains the first image, a Christ of Mercy, brought to the New World.

Los Remedios, a small town 8 miles north-west of Mexico City. In its famous church is an image, a foot high, adorned with jewels valued at a million pesos. See the old aqueduct, with a winding stair leading to the top. It can be reached by car or by taking the "Los Remedios" bus at Tacuba. Fiesta: 1st September to the climax, 8th September.

The **Canal Country,** to the south-east, in the Valley of Mexico. Street cars run to both Ixtapalapa and Xochimilco (14 miles). The first (2 good churches) is at the foot of the Cerro de Estralla, whose top is reached by a bad motor road or by a path for a good view. Xochimilco has a maze of canals which wander round fruit and flower gardens. Punts, piled with flowers, poled by Indians, can be hired cheaply. At the canal-side restaurants there is music and dancing. The canals are busy on Sundays. Xochimilco has a fine market on Saturday; Indians come from miles around. It has a 16th century church.

Guadalupe Hidalgo, just beyond the outer suburbs to the north-east, has the most venerated shrine in Mexico, for it was here, in December 1531, that the Virgin appeared three times, in the guise of an Indian princess, to the Indian Juan Diego, and imprinted her portrait on his cloak. The cloak is preserved, set in gold and protected by a 27-ton railing of silver, at the centre of the magnificent altar. A chapel stands over the well which gushed at the spot where the Virgin appeared. The great day here is the 12th December. The shrine is usually taken in during a visit to the church of San Agustín Acolman and the Pyramids of Teotihuacán, described on page 769.

Churubusco, 6 miles south east, reached from the Zócalo by " Coyoacán " or " Tlálpan " car or bus, to see the picturesque and partly ruined convent (1762), now become a historical museum. There is a golf course at the Churubusco Country Club.

Tlálpan, 4 miles further, or direct from Villa Obregón, a most picturesque old town on the slopes of Ajusco, an extinct volcano : colonial houses, gardens, and near the main square an early 16th century church with a glorious altar and paintings by Cabrera. A mile-and-a-half west is the village of Peña Pobre, near which, to the north-east, is the Pyramid of Cuicuilco.

Villa Obregón, 8 miles south-west, 20 minutes by fast street car. See the triple domes of its church, covered with coloured tiles. Adjoining Villa Obregón is the suburb of **Coyoacán,** old, beautiful, the place from which Cortés launched his attack on Tenochtitlán. There are some fine local stories of what he did in the Casa de Cortés, now the Municipal Hall, but actually built 244 years after the Conquest. The rose coloured house, Juárez 133, is said to have been built by Alvarado. The San Juan Bautista church and the Dominican Monastery are both early 16th century. Friday market. For Desierto de los Leones, reached from Villa Obregon by a scenic road, see page 780.

MEXICO CITY-VERACRUZ-MEXICO CITY.

By Railway : The Mexican Railway runs two fast trains both ways every 24 hours, one by night, and one by day with an observation car. The Interoceanic Railway runs one train a day, and its fares are cheaper. Because of the variety and beauty of the scenery, the day trip is recommended. Distance : 264 miles. Time taken : 12 hours. The line climbs from the Valley of Mexico to Acocotla, 8,320 feet, threads its way through mountains and then descends 6,400 feet, in 64 miles to reach Veracruz. The journey is a potted version of picturesque Mexico : sierra, tropics, volcanoes, pyramids. Travelling from Veracruz to Mexico City it is usual to break the journey at Córdoba, Fortín, or Orizaba to get toned to the altitude.

By Road : a round tour by way of Cholula, Puebla, Tehuacán, Orizaba, Córdoba, Veracruz, Jalapa, Tlaxcala, and Alvarado. Paved all the way. Distance : kms. 924, or 577 miles. First-class buses from Buenavista, No. 13, Mexico City.

We go E along the Puebla road, past the airport and swimming pools. At (km. 19) Los Reyes, a road runs left to the Agricultural College at Chapingo—fine mural paintings by Diego de Rivera—and on to **Texcoco,** famous for three things : its Sunday market, its church, and (7 miles to the east) the enchanting park of Netzahualcoyotl, with the poet-prince's palace and bath.

The road begins to climb into the mountains. At km. 29, Santa Barbara, a road on the right leads to the small town of **Amecameca,** (37 miles from Mexico City), at the foot of the twin volcanoes Popocatépetl and Ixtaccihuatl ; the saddle between them can be reached by car. A road reaches the sanctuary of El Sacromonte, 300 feet above the town, a small church built round a cave in which once lived Fray Martín de Valencia, a conquistador who came to Mexico in 1524. It is the most sacred place in Mexico save the shrine of Guadalupe and has a much venerated full sized image of Santo Entierro weighing three pounds only. Population of Amecameca : 10,000 ; altitude : 7,600 feet ; market day is Saturday. The road leads on to the semi-tropical little town of **Cuautla** (6,000 people), a popular sulphur springs and bath weekend resort from the Capital. Tourist Cuautla is divided from native Cuautla by a wide river, and the natives have the best bargain : it is worth crossing the stream. The town can be reached from Cuernavaca.

Beyond Santa Barbara, our road climbs through pine forests to reach 10,486 feet about 39 miles from Mexico City and then descends in a series of sharp bends to the quiet town of San Martín Texmelucan, km. 91. Market day is Tuesday. From here a side-road leads north-east for 15 miles to the quaint old Indian town of **Tlaxcala,** capital of small Tlaxcala state. (The Tlaxcala Indians allied them-

selves with Cortés against the Aztecs). To see : the Church of San Francisco (1521), from whose pulpit the first Christian sermon was preached in the New World ; the Indian decorations in the Sanctuary of Ocotlán, on a hill outside the town, described as "the most delicious building in the world" ; and the very ruinous ruins (but some Aztec murals visible) of the pyramid temple of San Esteban de Tizatlán, 3 miles outside town.

The Sanctuary of Ocotlán, on a hill, commands a wide view of valley and volcano. "Its two towers are of lozenge-shaped vermilion bricks set in white stucco, giving an effect of scarlet shagreen, while their upper storeys are dazzlingly white, with fretted cornices and salomonic pillars. . . . A pure-blooded Indian, Francisco Miguel, worked for 25 years on the interior, converting it into a kind of golden grotto." Sacheverell Sitwell.

(km. 106) **Huejotzingo.** It has the second oldest church and monastery in Mexico, built 1529 ; now a museum. Market : Saturday, Tuesday. Dramatic carnival on Shrove Tuesday, portraying the story of Agustín Lorenzo, a famous local pandit.

(km. 122) **Cholula,** a small somnolent town but one of the strangest-looking in all Mexico : its dozens of spires and hundreds of cupolas make it look like a Hindu city. When Cortés arrived, this was a holy centre with 100,000 inhabitants and 400 shrines, or teocallis, grouped round the great pyramid of Quetzalcoatl. When razing them, Cortés vowed to build a chapel for each of the teocallis destroyed, but in fact there are no more than about seventy. Places to see are the excavated pyramid, and the Chapel of Los Remedios on top of it, for the view ; the San Franciscan church in the plaza ; and next to it, the Capilla Real, which has 48 domes ; the ingenuous Indian statuary of the Church of Santa María de Tonantzintla, outside the town. There are pretty embroidered blouses in the stores.

Road : Through Cuautla to Cuernavaca.

(km. 134) **Puebla,** "The City of the Angels." one of Mexico's oldest and most famous cities and the capital of Puebla state, at an altitude of 7,052 feet. Unfortunately, its recent great growth in prosperity—the population has risen to 250,000—is rapidly destroying its colonial air, though the middle of the town seems to have escaped the worst. On the central arcaded plaza is a fine Cathedral notable for its marble floors, onyx and marble statuary and gold leaf decoration. The city has 60 churches in all, many of their domes shining with the glazed tiles for which the city is famous.

In the Capilla del Rosario of the Church of Santo Domingo (1596-1659), the baroque displays a beauty of style and prodigality of form which served as an exemplar and inspiration for all later baroque in Mexico. There is a strong Mexican note in Puebla's baroque ; the hand of the Indian is evident in the variety and exuberance of the colouring and in the portrayal of human and celestial figures. This can be seen in the Indian statuary of the Church of Santa María de Tonantzintla (see under Cholula), and in the polychrome facade of San Francisco de Ecatepec, off the road on the way to Cholula, though its rich interior has now been destroyed by fire. It is not so evident, but it is still there, in the opulent Renaissance work in the Cathedral. Besides the churches, the absurdly fragile and extravagantly ornamented Casa del Alfeñique (Almond Paste House), a few blocks from the Cathedral dominating the centre of the town, is worth seeing. A former convent is now the Museum of Santa Mónica. The Curator has a strange story to tell of generations of nuns hiding there after the reform laws of 1857 made the convent illegal.

Other places worth seeing are church and monastery of El Carmen,

with its strange facade ; the Theatre (1550), the oldest in the Americas ; the grand staircase of the 17th century Academia de las Bellas Artes and its exhibition of Mexican colonial painting ; and the Jesuit Church of La Compañía, where a plaque in the sacristy shows where *China Poblana* lies buried. This mythical figure, a Chinese princess captured by pirates and abducted to Mexico, is said to have taken to Christianity and good works and evolved a penitential dress for herself which has now become the national costume : positively dazzling with flowered reds and greens and worn with a strong sparkle of bright beads.

Products : Onyz ; glazed tiles ; Talavera ware ; palm leaf hats ; cotton textiles. Food speciality : Camotes (candied sweet potatoes) and dulces (sweets).
Hotels : Lastra ; Royalty ; Reforma ; Agua Azul ; Colonial ; Imperial ; Gran.

(km. 151) Amozoc, where they make tooled leather goods and miniature engraved steel decorations and toys. Some 36 kms. beyond a road leads, right, to **Tehuacán** ; population, 23,213 ; altitude, 5,333 feet ; a charming health resort with an equable climate. It has some old churches. Water from the mineral springs is bottled and sent all over the republic. It is the railway junction for Oaxaca and Veracruz.

Hotels : Hotel-Spa Peñafiel, with night-club, 9-hole golf course, etc. ; Garci-Crespo ; Mexico ; Villa Grañadas ; Ibero.

Beyond, our road soon begins to climb into the mountains. At Cumbres we reach 8,216 feet and a wide view of blue and purple mountains : the silvered peak of Citlaltépetl volcano to the east, the green valley of Orizaba below. In 10 kms. we drop to the town of Acultzingo, 2,724 feet lower. We drop another 1,464 feet to

(km. 317) **Orizaba,** the favourite resort of the Archduke Maximilian, in surroundings of sub-tropical beauty. The coast dwellers come to it for their holidays. Population, 55,531 ; altitude, 4,028 feet. The Plaza Principal is pleasant ; on the north side is the many domed La Parroquia church (1690-1729). There are several other moderately good churches, and Orozco murals in the Federal School on Av. Colón. Excursion : to the power station at the dramatic Tuxpango Falls.

Industries : Railway workshops ; the most important textile factories in the country ; paper mills ; breweries.
Hotels : De France ; Americas.

Beyond Orizaba the scenery is magnificent. We descend to coffee and sugar-cane country and a tropical riot of flowers (roses, gardenias, orchids, camelias, lilies). It is indeed delectable country except when a norther blows or in the intolerable heat and mugginess of the wet season.

(km. 331) **Fortín de las Flores** (Little Fort of the Flowers), a village devoted to growing a multitude of flowers in its fields and exporting them. Indian women sell choice blossoms in small baskets made of banana tree bark. The *Hotel Ruiz Galindo*, which has everything from billiards to golf and a notable swimming pool, attracts a number of visitors. Crazy with flowers also is

Córdoba (population, 32,883 ; altitude, 2,624 feet), 8 kms. on in the rich valley of the Río Seco. Many of its houses have heavily barred Moorish windows, thick old doors and little wooden balconies.

In a house here the last Spanish viceroy signed away the country to Iturbide, who soon proclaimed himself Emperor. It has the highest rainfall in Mexico.

Hotel : Ceballos.

The road through Córdoba to Veracruz is not interesting. One that is slightly longer but far more attractive goes from Córdoba north-eastwards through Hyatusco.

(km. 476) **Veracruz,** the principal port of entry for Mexico, lies on a low alluvial plain bordering the Gulf Coast. Here it was that Cortés landed on the 27th April, 1519. Today the town is a mixture of the very old and the new ; there are still many picturesque white-walled buildings and winding side-streets. In spite of the occasional chill northers, Veracruz has become a great holiday resort. The two best beaches, Mocambo and Villa del Mar, are to the south of the town. The food is good, the fishing is not bad, and the people, some of them negroes, are gay : much guitar playing and dancing and café life. Carnival is in February. The heart of the town is Plaza Constitución. The local craft is tortoiseshell jewellery adorned with silver. The only building of great interest is the Castillo de San Juan de Ulúa (1565), on Gallega Island, across a mile of sea, and reached by boat from the Custom House. It failed to deter the buccaneers and later became a particularly horrible kind of prison.

Excursion : By boat south to Alvarado, on the tip of a peninsula, and then a jungle trip inland by the Papaloapan—the River of the Butterflies—to Tlacotalpan, the meeting place of the Papaloapan and San Juan Rivers. The Government is here carrying out a great Tennessee Valley development scheme which is described in the PEMEX leaflet : " The Papaloapan Route." From Alvarado the road goes on through Santiago Tuxtla and the oil town of Minatitlan to the port of Coatzalcoalcos.

Main Industry : agriculture, but petroleum is important. Main products : cotton and jute goods, sugar, beer, cigars.

Hotels : Mocambo, 5 miles out on Mocambo Beach ; Diligencias ; Emporic ; Prendes ; Colonial. The best restaurants are in the hotels.

By the road we have followed the driving time from Mexico City to Veracruz is about 11 hours. We can return to the Capital by a somewhat shorter route through Jalapa which takes about 8 hours : this was the old colonial route to the port, and is the way the railway goes today.

Jalapa, capital of Veracruz state, 82 miles from the port, is in the tierra templada, at 4,680 feet. It is yet another " City of Flowers," with walled gardens, stone built houses, wide avenidas in the newer town and steep cobbled crooked streets in the old. The 18th century cathedral is sadly mutilated. Population : 51,159. Jalapa is a good centre for exploring mountains, rivers, waterfalls and many interesting villages.

Hotels : Salmones ; Mexico.

Five miles beyond, where the road begins to climb, the Lecuona family has a fine orchard and tropical flower garden. The road continues to climb to PEROTE, 23 miles from Jalapa. The San Carlos fort here, now a military prison, was built in 1770-77 ; there is a good view of Cofre de Perote volcano. The old convent at Acatzingo, 54 miles beyond, is worth looking at. Another 6 miles and we join the road to Puebla and Mexico City.


MEXICO
SOUTH
Miles
0 50 100 150 200
GULF OF MEXICO
CAMPECHE BAY
GULF OF TEHUANTEPEC
PACIFIC OCEAN
GUATEMALA
BR. HONDURAS
HONDURAS
Roads
Railways
Boundaries
El Mante
Tampico
Valles
Tamazunchale
Querétaro
Palmillas
Pachuca
Tuxpan
Poza Rica
Nautla
MEXICO CITY
Toluca
Taxco
Iguala
Puebla
Jalapa
Córdoba
Veracruz
Alvarado
Orizaba
Tehuacan
Guernavaca
Chilpancingo
Acapulco
Oaxaca
San Andrés Tuxtla
Coatzacoalcos
Minatitlán
Villahermosa
Teapa
Palenque
Tuxtla Gutiérrez
Las Casas
Chiapa
Arriaga
Tehuantepec
Salina Cruz
Juchitán
Tapachula
Progreso
Merida
Valladolid
Puerto Juárez
Campeche
Champotón
Ticul
Uxmal
Chichén Itzá
Leona Vicario
N

MEXICO CITY-CUERNAVACA-TAXCO-ACAPULCO.

The country behind the seaport of Acapulco is so difficult that no railway has ever reached it. The Spaniards built a trail over the three high mountain ranges between it and Mexico City, for Acapulco, because of its deep water, was the chief port which handled the China trade. Now a four-lane toll road has been built to the port, reached in six hours. The new road by-passes Taxco, but this superb town can be reached by the old road, which is in fair condition.

Climbing out of the Valley of Mexico the highest point, La Cima, 9,895 feet, is reached at km. 42. The road sweeps down through precipitous forests to

(km. 75) **Cuernavaca,** capital of Morelos state, at 4,500 feet : only a little more than half the altitude of Mexico City. Because of its comfortable climate the city has always attracted visitors from the more rigorous highlands : Cortés himself, following the custom of the Aztec nobility, lived in it ; the Spaniards captured it in 1521. Many Americans and Europeans have made it their home : there is, naturally, a golf course. Crystal mountain streams fill its many swimming pools. There is much to see and enjoy : the Cathedral, and the Church of the Tercen Order, both built in 1529 ; the palace Cortés built in 1531 for his second wife, which is now the State Capitol, and the murals in it by Diego Rivera ; the 18th century Borda Gardens, on Morelos Street, a favourite resort of Maximilian and Carlota (small fee) ; its three plazas ; Calle Guerrero ; and the market, at its busiest in the morning and evening.

Hotels : Marik-Plaza ; Bellavista ; Papagayo ; Chulavista ; Mandel ; Capri ; Colón.

Excursions : To the potters' village of San Antonio, perched above a waterfall, a little west of the town. To the charming village of Acapacingo, south of the town ; another retreat of Maximilian. To the village of Tepoztlán—15 miles—isolated, picturesque, wild view, with a 16th century church and a pyramid ; this was the village studied by Robert Redfield. To the green lagoons of Zempoala, back the way we have come as far as Tres Marias and then half an hour's drive west into enchanting alpine scenery.

(km. 100) **Alpuyeca,** whose church has good Indian murals. A road to the left runs to the largest sugar mill in the country, at Zacatepec, and to very lovely Lake Tequesquitengo and the lagoon and sulphur baths of Tehuixtla. At the former is *Hotel Vista Hermosa*, partly in 16th century buildings. From Alpuyeca also a road runs right for 50 kms., to the Cacahuamilpa Caverns, possibly the largest caves in North America : strange stalactite and stalagmite formations. At 15 km. on the road to them is the right hand turn to the Xochicalco ruins, with much relief sculpture. The Cacahuamilpa Caverns are on the road from Toluca through Ixtapan de la Sol to Taxco.

(km. 121) Amacuzac. Leave the toll road here and take the old road for Taxco, 39 kms. away. Round a bend in the climbing road, ahead, appears a cluster of pastel houses perched on the mountainside. This is

Taxco, population, 10,076 ; with steep, twisty, cobbled streets and many picturesque colonial buildings. The first silver shipped to Spain came from the mines of Taxco. A Frenchman, Borda, made and spent three immense fortunes here in the 1700's, and it was he who founded the present town and built the magnificent twin-towered, rose-coloured parish church of Santa Prisca which soars

above everything but the mountains. The town is a colonial gem. Every roof of every building is of red tile, every nook or corner in the place is a picture, and even the cobblestone streets have patterns woven in them. The Government has made Taxco a national monument and has forbidden any modern building in the town. Gas stations are outside the city limits. The plaza is 5,600 feet above sea-level, but many of the houses are perched two or three hundred feet higher up on the sides of the mountains and others are that much lower down. The climate is ideal, never any high winds (for it is protected by huge mountains immediately to the north), never cold and never hot. Silverwork is the local speciality.

Hotels : Victoria ; Rancho Telva ; Borda ; Casa Humboldt ; Los Arcos.

The road descends. The heat grows. We join the main road again at Iguala, 36 kms. from Taxco. Beyond the Mexcala river the road passes for some 30 kms. through the dramatic canyon of Zopilote to reach **Chilpancingo,** capital of Guerrero state, at km. 302. Population, 12,673 ; altitude, 4,093 feet. The colourful reed bags from the distant village of Chilapa are on sale in the market. Its fiesta starts on the 16th December and lasts a fortnight.

The road goes down to Acapulco, rising and dipping before reaching the town until a sudden view of the blue waters of the bay, ringed by green hills, breaks from the top of a ridge.

Acapulco, population 28,582, has, of late years, become the most popular resort in Mexico. A large number of Americans pour into the town, winter and spring, by plane, by fast motor road from Mexico City, and by sea. During Holy Week there is a plane from the Capital every three minutes. The town, which is spreading fast, has invaded the hills and the jungle. The hotels, of which there are a large number, are mostly perched high to catch the breeze, for between 11.30 and 4.30 the heat is sizzling. It has all the paraphernalia of a booming resort : smart shops, expensive night clubs, bars, a golf club, an army of touts and street vendors. There are some seven beaches, all with fine, golden sand. The two most popular are the sickle-curved and shielded Caleta, with its smooth water, and the surf-pounded straight beach of Los Hornos. One can swim, and fish, the year round. There are numerous excursions. The lagoons can be explored by motor boats ; one, Coyuca Lagoon, is over 70 miles long : strange birds, water hyacinths, tropical flowers. A 144 mile coastal road goes north-west to Zihuatanejo ; the less boisterous kind prefer it to Acapulco. A scenic highway runs from the beach and naval base at Icacas east to Puerto Marques. This bit of coastal highway (or so they say) is to be built on to Tehuantepec. Each evening, at 6, amazing high dives into shallow water by boys, for money, can be watched from the Quebrada.

Hotels : Expensive : Prado-Americas ; Palacio Tropical ; El Mirador ; Club de Pesca. Cheaper : La Quebrada ; Bahia ; Playa ; Quinta Maria, etc.

PAN AMERICAN HIGHWAY : MEXICO CITY TO GUATEMALA.

This road through southern Mexico is 842 miles long. It can be done in about 4 days' driving time. There is a bus service along the route. The railway journey is unutterably wearisome. There is an

air service from the capital to Ixtepec (Isthmus of Tehuantepec), 3 hours ; to Tuxtla Gutierrez, 3 hours 45 minutes ; and from Oaxaca to Tuxtla Gutierrez, 1 hour.

The road first runs generally eastwards to Puebla (already described in the Mexico City to Veracruz journey), then south through Oaxaca to Tehuantepec, near the Pacific coast, and then inland through Tuxtla Gutierrez to the Guatemalan border at Ciudad Cuauhtémoc.

From Puebla the Highway turns south to wind through wooded mountains at altitudes of between 5,000 and 6,000 feet, emerging at last into the warm, red-soiled Oaxaca valley.

Oaxaca, population, 46,632 ; altitude, 5,071 ; capital of the heavily jungled and almost roadless state of Oaxaca, is 257 miles from Puebla, 340 miles from Mexico City. It is a very Indian town, famous for its colourful market, its sarapes, crafts, dances, and feast days. Indians of the Zapotec and Mixtec tribes come to market on Saturday : they refuse to be photographed until paid. Specialities : black earthenware, tooled leather, the drug mescal. The main plaza, with its arcades, is the heart of the town. On it is the scarred 17th century Cathedral, with a fine baroque facade, but the best sight of the city is the Church and Monastery of Santo Domingo, now a national monument and a museum. The buildings, though massive, have been damaged by earthquake, but the interiors are the most splendid in the country. The massive 17th century church of La Soledad has fine colonial ironwork and sculpture ; there are elaborate altars at the green-stone church of San Felipe Neri, and Indian versions in paint of the conquest at San Juan de Dios. The National Museum, near the main square, has some treasures from Monte Albán. There is a grand view from the monument to Juárez on Cerro de Fortín hill.

The Zapotec Indians weave fantastic toys of grass. Their dance is the stately sandunga danced by barefooted girls splendid in the becoming vida niro coif, short, brightly coloured skirts and ribbons and long lace petticoats, while the men, all in white with gay handkerchiefs, dance opposite them with their hands behind their backs.

Fiestas : Mid-July ; November 1-2 ; Christmas.

Hotels : Marques del Valle ; Monte Albán ; Francia ; Oaxaca Courts.

Excursions : To **Monte Albán,** up a mountain, outside the city, to see the pyramids, walls, terraces, tombs, staircases and sculptures of a prehistoric sacred city. To MITLA, 18 miles along the Pan-American Highway to Tlacolula (Sunday market), then 5 kms. left, to see the ruins of massive buildings, beautifully adorned with designs and mosaics : one of the great sights of Mexico. On the way to it, Santa Maria del Tule, 6 miles from Oaxaca, has one of the largest trees in the world : a cypress, 160 feet round ; Wednesday market. Tlacochahuaya has a 16th century church with vivid Indian decorations inside.

We are now approaching a more primitive part of Mexico : the Tehuantepec peninsula and the mountains of Chiapas state beyond. This is a land dominated by Indians who have been less influenced than elsewhere by the Spanish conquest. They have kept intact their languages, their religions, their tribal organisations and ways of life, their dresses and dances. The tourists are now coming to change all that : 10 years of the new world's juke box will no doubt do more to demolish a delicate Indian adjustment than 450 years of an old world's culture.

(km. 804) **Tehuantepec,** population, 10,087 ; altitude, 492 feet ; is 160 miles from Oaxaca and 13 miles inland from Salina Cruz, the

Pacific terminal of the Tehuantepec National Railway which runs across the narrow, heavily jungled, hot, flat peninsula to Coatzacoalcos (Puerto Mexico), on the Atlantic. The sandy, windswept harbour of Salina Cruz has nothing to offer the tourist. Tehuantepec is on the bend of a river around which most of its activities are centred : washing, bathing, gossiping. The plaza has arcades down one side, a market on the other, and many stands selling agua fresca : iced fruit drink. Houses are low, in white or pastel shades. The Indians are mostly Zapotecs whose social organisation is matriarchic : the women do the buying and selling, the fishing, even the governing. They are tall and graceful, as are all women who carry burdens on their heads ; their hair is braided and brightly ribboned and they wear lavishly embroidered costumes. The dependent and far less important male, who does not dare put a foot in the market, works humbly in the fields, or as potter or weaver. The town—like a Tuscan town—is divided into wards, 15 of them, and each holds a fiesta. The main fiesta is at the end of Holy Week, when the women wear their finest costumes and jewellery. There is another splendid fiesta in honour of St. John the Baptist on the 22-25 June. January and February are good months for the ward fiestas.

Excursions : To neighbouring villages for fiestas : the hotel knows about them.
Hotels : Tehuantepec ; Oasis.

27 kms. beyond Tehuantepec on the road to Tuxtla Gutiérrez is JUCHITÁN, very old, Indian, with many fiestas and a special one on the 19th June. A road runs 16 kms. north to IXTEPEC, the railway junction for Guatemala (Hotels : *Pan-Americano* ; *Colón*). At Las Cruces a road runs, right to **Arriaga.**

Because it is not yet possible to enter Guatemala by our road automobiles going into Guatemala are put on a flatcar at Arriaga for a 12-hour trip by rail to Tapachula (16,000 people, 18 kms. by paved road from the International Bridge over the Suchiate river at Talismán). The rate is about U.S.$35, including the fare for one person, but there are extra fees for loading and unloading. Space on the flatcar is reserved in advance by the Passenger Traffic Manager, National Railways of Mexico, Bolívar 19, 4th Floor, Mexico City. Passengers arriving at Tapachula for Guatemala go on by train to Suchiate (26 kms.), whence they are ferried across the river to Ayutla.

Beyond LAS CRUCES we enter the mountainous Chiapas state, mostly peopled by Maya Indians whose extreme isolation has only lately been ended by air services and by our highway, which threads its way through the rift valley of Chiapas, with high mountains to right and left.

(km. 1,105) **Tuxtla Gutiérrez,** capital of Chiapas ; population : 28,262 ; altitude : 1,768 feet ; 301 kms. (183 miles) from Tehuantepec, is a hot, modern city of no great interest to the tourist, except during the fair of Guadalupe, the 12th December. The market is worth rummaging. There is a museum and a zoo. Excursions can be arranged to the ruins of Bonampak, or by air to Palenque.

Products : Tobacco, coffee, sugar, tropical fruits.
Hotels : Bonampak, the social centre ; Brindis ; Cano ; Jardín.

Chiapa de Corzo, 17 kms. on, a colonial township of 5,000 Indians on a high bluff overlooking the Grijalva river, is of far greater interest : a lovely 16th century fountain, a church whose engraved altar is of solid silver, and famous craftsmen in gold and jewellery and lacquer work who travel the fairs. The fiestas here are

outstanding : January 20-23 and another, early February, with a pageant on the river. A launch trip can be made to the tremendous Sumidero Canyon, reached also by road : truly one of the world's wonders. Indian warriors, galled by the Spanish conquest, hurled themselves into it rather than submit.

(km. 1,188) **Las Casas** (12,000 people), 83 kms. beyond Tuxtla Gutiérrez, was founded in 1538 and was the colonial capital of the region. It is more attractive than Chiapa even, and has the great advantage of being in a high mountain valley at 7,464 feet. It was named after Las Casas, protector of the Indians, its first bishop. The town has winding cobbled streets, arcaded palaces, and typical low, red-tiled dwellings with charming patios and forbiddingly barred windows. It has many little plazas and each has its old church ; two churches, one of them in ruins, cap the two hills which overlook the town. Santo Domingo, built in 1560, has a chaste facade and a gaily gilt rococo interior. Best of all, perhaps, is its daily market, attended by thousands of Indians from miles around, each wearing the brilliant tribal village dress. All kinds of craft work are on sale. The very best work is put into the silver encrusted saddles : not, alas, of much use to motorists. The town, like most Guatemalan towns, has its marimba bands and small American colony.

Hotels : Español ; Posada San Cristóbal ; Alhambra.

The road goes on for another 114 miles to the border town of Ciudad Cuauhtémoc, but 32 miles of the Guatemalan section near the border has not yet been built. When it is, a clear run will be possible from the U.S. to southern Costa Rica.

TEHUANTEPEC PENINSULA AND YUCATÁN.

Only about 130 miles separate the Pacific and the Atlantic at the Isthmus of Tehuantepec. The land does not rise to more than 800 feet, but the Isthmus is a very minor route of travel. Coatzacoalcos (Puerto Mexico) and Salina Cruz, the terminal cities for the railway and road which join the two oceans, are both small. The railway is of little importance.

Coatzacoalcos, 13,740 people, is a mile from the mouth of its wide river. It is best reached from Mexico City or Veracruz by air, though there are occasional sea services from Veracruz, Cuba, and the U.S.A. Local buses ply along the road to it from Veracruz, but rivers have to be forded or crossed by ferry. Coatzacoalcos, on a series of hills, is pleasant but hot, and there is not much to do save swim, fish, and watch the river traffic. The river is navigable by ocean-going vessels for 24 miles up to Minatitlán, (18,539 people), whose huge oil refinery sends its products by pipeline to Salina Cruz. Sulphur is exported from the mines, 43 miles away.

Hotels : Oliden ; Casa Novo ; Lemorroy. Meals at Gloria Café.

Shipping : Occasional services from Veracruz by the Gremio Unido de Alijadores, S.C.L.R.

It is the aeroplane that, for the first time, has brought the tourist in numbers to the Peninsula of Yucatán : a flat land of tangled scrub in its drier north-west merging into exuberant jungle and tall trees in the wetter south-east. There are no surface streams. The underlying geological foundation is a horizontal bed of limestone in which rainwater has dissolved enormous caverns. Here and there, their roofs have collapsed, disclosing deep holes or *cenotes* in the ground, their

bottoms filled with water. Today, this water is raised to surface level by windmills : a typical feature of the landscape. Where there is no windmill villagers have to spend most of the day fetching water. It is hot during the day but cool after sunset. Humidity is often high. The best time for a visit is from October to March.

The people are divided into two groups : the pure blooded Maya Indians, the minority, and the mestizos : the blood fusion of Spaniard and Mayan. The women wear huipils, or white cotton tunics (silk for fiestas) which reach the ankles and are embroidered round the square neck and bottom hem. The huipils are often worn short, disclosing an embroidered skirt flounce. Their hair is done in a tight bun, with a bow at the back. Ornaments are mostly gold. Men wear straight white cotton (occasionally silk) jackets and pants, often with gold or silver buttons, and when working protect this dress with aprons. Carnival is the year's most joyous occasion, with concerts, dances, processions. It ends with the crowning of the beauty queen and the ugly king. Yucatán's folk dance is the Jarana, the man dancing with his hands behind his back, the girl raising her skirts a little, and with interludes when they pretend to be bullfighting. During pauses in the music the man, in a high falsetto voice, sings out *bombas* (compliments) to the girl.

The Mayas are a loveable, courteous, gentle, strictly honest and scrupulously clean people. They drink little, speak Mayan, and profess Christianity laced with a more ancient nature worship. Most of the Mayas live in the states of Yucatán and Chiapas and the Territory of Quintana Roo, but there is an aberrant offshoot in Veracruz which is Maya in speech but is not, it seems, ethnologically allied. In Yucatán and Quintana Roo the economy has long been dependent on the export of henequen (sisal), and chicle. The henequen trade collapsed, though it is now recovering, and the famous *ejido* associated with it was dissolved. A synthetic substitute has been found for chicle and the airstrips used for flying it out of the jungle are closing down.

Besides the Uxmal and Chichén-Itzá ruins of the early Maya cities described in the text there are many others, most of them inaccessible, not yet excavated, or even properly explored. They are not included here : archaeologists will know of them. The early history and accomplishments of the Maya people when they lived in Guatemala and Honduras before their mysterious trek northwards in the 10th century is given in the chapter on Honduras, under Copán. (See general index). They arrived in Yucatán about 987 A.D. and rebuilt their cities, but along different lines. Each city was autonomous, and in rivalry with other cities. In 1007 the League of Mayapán made a Triple Alliance between the cities of Chichén-Itzá, Uxmal, and Mayapán, with Chichén as capital. In 1194 Hunac Ceel, ruler of Mayapán, drove the Itzaes out of Chichén and the league was at an end. The wars went on and the cities continued from weakness to weakness until they were reduced to ghosts of themselves. Before the Spaniards arrived the Mayas had developed a writing in which the hieroglyphic was somewhere between the pictograph and the letter. Bishop Landa collected their books, wrote a sinfully bad summary, the *Relación de las Cosas de Yucatán*, and with Christian but unscholarlike zeal, burnt the whole of his priceless sources.

In 1511 some Spanish adventurers were shipwrecked on the coast. Two survived. One of them, Juan de Aguilar, taught a Maya girl Spanish. She became interpreter for Cortés after he had landed in 1519. The Spaniards found little to please them : no gold, no concentration of natives, but Mérida was founded in 1542 and the few natives handed over to the conquerors in encomiendas. The Spaniards found them difficult to exploit. Even as late as 1847 there was a major revolt against the white man.

The places which attract the comparatively few visitors are Campeche, Mérida, the ruins of Chichén-Itzá, Uxmal, and Palenque. There are not many roads in the area. Air services are widely used. The Sureste Railway runs from Coatzacoalcos to Campeche, and the United Railways of Yucatán connect Campeche and Mérida. Apart from using planes, or rare and irregular coastal services, this railway is the only way of penetrating Yucatán.

Coatzacoalcos to Campeche, by railway : We can get off at Teapa and take a bus for 50 kms. to **Villahermosa,** capital of Tabasco state, on the Grijalva river, navigable to the sea. Population, 25,114. It is very hot and rainy. There is an excellent museum. There is now a paved road to Coatzalcoalcos.

Hotels : Manzur ; Gallardo.

Back to Teapa. Our next stop is a station called Kilometre 60. The train is met by a bus which takes us through the jungle to a primitive village (inn), and the ruins of the Mayan city of **Palenque :** very impressive indeed, particularly the palace with its square four storey tower, the temples around, and the sculptured wall panels : the most exquisite achievement of the Mayas.

Campeche, capital of Campeche state, population 31,272, is beautifully set on the western coast of Yucatán. It was the very first town in which the Spaniards set foot, in 1517. In the 17th century it was fortified against pirates and still has the air of a fortress, for the walls and an ancient fort near the crumbling Cathedral remain. Its old houses are warmly coloured in pink and red and yellow. The town is on a hill looking out to the Gulf, and built over a series of large subterranean caves used of old as catacombs. The rocky beaches are strewn with beautiful shells. The people fish, trawl for shrimp, weave Panamá hats in the damp caves, carve curios and make combs from tortoiseshell. It is a fascinating experience to watch the potters make the *Canteiros* (in which water is cooled) without the aid of a potter's wheel ; they twiddle the base of the pot with their toes while they almost plait the body of it with strands of clay. A seaside paved road runs by the white sands and through fishing villages for 40 miles to Champotón. The swimming and fishing resort of Lerma is quite near.

Hotels : Posada Campeche ; Castelmar. Restaurant : Campeche.

We can go to Mérida by the United Railways of Yucatán, 5 hours, or by road, 252 kms. (158 miles). East 75 miles by road are the wonderful Bolonchéntincul Grottos (" Nine Wells "). Some 34 miles beyond we come to **Uxmal :** the station for it is Muna, 15 kms. away by road. The famous Mayan ruins at Uxmal (meaning Three Times Sacred) are on a plain circled by hills and unlike those of Chichén-Itzá, cover comparatively little ground : the ruins, indeed, are quite unlike those at Chichén-Itzá. Uxmal, the home of the Xiu family, was founded in 1007. Its loveliest buildings seem to have been built much later, under Nahoa (Toltec) influence. See El Adivino (the Sorceror, pyramid shaped, topped by two temples with a splendid view) ; the Casa de las Monjas (House of Nuns), a quadrangle with 88 much adorned rooms ; the Casa del Gobernador (House of the Governor), on three terraces, with well preserved fine sculptures ; the Casa de las Tortugas (Turtle House), with six rooms ; the Casa de las Palomas (House of Doves), probably the oldest ; and the Cemetery.

When Uxmal fell, the Xiu family founded Mani, 30 miles away, but the village is famous today, not for its pre-conquest ruins, but for its superb church. It was here that Bishop Landa, at the beginning of the 16th century, most stupidly destroyed hundreds of Maya documents and any hope of fathoming Maya history. Mani is easily reached by train from Muna.

There is a picturesque road (48 miles) from Uxmal to Mérida. Muna (15 kms. from Uxmal ; delightful square and old church), is the nearest station to Uxmal. At Umán (17 kms. from Mérida) is a 16th century church built to rival the Cathedral at Mérida, but it is unfinished.

Mérida, capital of Yucatán state, is the fifth largest city in Mexico,

with a population of 159,405, and one of the most interesting. It was founded in 1542 on the site of the Mayan city of Tihoo, on flat land now almost entirely devoted to henequen. The city's centre is Plaza Mayor, green and shaded by trees and gay with promenading youth in the evening. It is surrounded by buildings : the severe twin-towered 16th century Cathedral ; the City Hall ; the State Government Palace ; and Montejo House, built in 1549, with two stone figures flanking the entrance of Spanish knights each resting a foot on the bowed head of an Indian. Near the plaza are two museums, both worth a visit by scholars : the Museo Yucateco and the Museo Arqueologia. There are several 16th and 17th century churches dotted about the city : Tercera Orden, San Francisco, San Cristóbal, and La Mejorada. All the markets, and there are several, are interesting in the early morning. In the Park of the Americas is an open air theatre giving plays and concerts. There are said to be 15,000 windmills in the city and quite a number of monuments to Felipe Carrillo Puerto, an agrarian labour leader prominent in the 1910 revolution.

The streets are laid out in rectangles, with numbers instead of names : Calle 65 is the main shopping street. Odd numbers are E and W, even numbers N and S. In Colonial times painted or sculpted men or animals placed at intersections were used as symbols for the street : some still exist in the small towns of Yucatán. The houses are mostly of Spanish-Moorish type : thick walls, flat roofs, massive doors, grilled windows, flowery patios. They are painted once or twice a year, in soft pastel tones. The streets are spotless, the people bathe two or three times daily and wear impeccable white clothing. Cars may not sound their horns, traffic goes slow, and accidents are rare. There are no beggars, for there is much voluntary welfare work. There are still horse drawn carriages for hire.

Fiesta : Carnival, beginning on Ash Wednesday.

Hotels : Mérida ; Colón ; Gran ; Reforma ; Caribe.

Restaurants : Itzá ; Tulipancitos ; and the hotels. The city is famous for its excellent food.

Industries : Henequen ; binder twine ; chicle ; hides and skins ; soap ; chocolate.

Progreso, its port, 24 miles away, is reached by road or railway. Population : 14,000 ; temperatures range from 80° to 95°F. Main export : henequen. Distances, in sea miles : to Veracruz, 400 ; to Havana, 440 ; to New Orleans, 550.

Excursions : To CHICHÉN-ITZÁ, 75 miles by a paved road running south-east from Mérida, where the Mayan ruins can be explored from the first-class *Mayaland Hotel* or the more modest *Victoria*. The jungle has been cleared from over 2 square miles of ruins. The sacred city's great period was between the 11th and the 15th century, though there seems to have been an earlier city on the site between 360 and 432 A.D. When the Spaniards came to it early in the 16th century it was deserted. It requires at least two days to see the many pyramids, temples, ball courts and palaces, all of them adorned with astonishing sculptures, and excavation and renovation is still going on. Old Chichén, where the buildings of the earlier city are, lies about a mile by jungle path from the main clearing. The Cenote Sagrado, the one from which Edward Thompson dredged so much gold and jade ornament and the bones of so many sacrificial maidens in 1875, is 70 feet deep.

The great complex of Chichén-Itzá is maintained on a pittance of £170 a year from the Government. Both Chichén-Itzá and Uxmal would, in fact, rapidly revert

to jungle were it not for the generosity of the Carnegie Institute and the Peabody Museum.

On the way back, turn to the right at KANTUNIL (68 kms. from Mérida) for a short excursion to the charming little town of IZAMAL, to see one of the biggest pyramids in Mexico and the magnificent early Franciscan church (1553), with its image of a Black Christ.

BAJA CALIFORNIA (Lower California).

Baja California is that long narrow arm of land which dangles southwards from the U.S. border between the Pacific and the Gulf of California for 800 miles. The average width is only 50 miles. Rugged and almost uninhabited mountains split its tapering length. Only the southern tip gets enough rain : the northern half gets its small quota during the winter, the southern half during the summer. Most of the land is hot, parched desert. The northern part has now become a state ; the southern part remains a territory. There are no Indians.

Cortés paid a brief visit to La Paz, in the south, soon after the Conquest, but the land had nothing but its beauty to recommend it and it was left to the Missions to develop. The first Jesuit settlement was at Loreto in 1697. Other orders took over when the Jesuits were expelled in 1768. The results were ironic : the Indians were wiped out by the diseases of the Fathers. Scattered about the Sierras may still be seen the beautiful ruins of these well meaning but lethal missions.

In the twenties the population of Baja Californa was not more than 33,000. Prohibition in the U.S. brought it a thriving but short lived business, and the later development of tourist resorts and of agriculture have swelled the population tenfold. It doubled between 1945 and 1955. The Morelos Dam on the upper reaches of the Colorado river has turned the Mexicali Valley into a lush miniature of the Imperial Valley across the border, in California : 400,000 acres under irrigation grow cotton—200,000 bales a year—and vegetable crops for the U.S. Vineyards and olive groves are also succeeding. The town of **Mexicali** has 80,000 people now.

The towns along the border—the business centre of Mexicali and the resort town of **Tijuana**—have been almost completely Americanised : they use American money and speak English as often as not. Tijuana's 70,000 people live almost entirely on the tourists pouring in from California and the Marines from nearby San Diego. There are jai-alia games, bullfights, horse and dog races over the weekends.

Hotels : Caesar ; Nelson ; Foreign Club.

A paved road, 68 miles long, runs partly along the seashore south to **Ensendada,** whose pleasant beaches curve round the beautiful Todos Santos Bay. Its 20,000 people are not so dependent on tourists, though business is bustling in its dozens of hotels, motels, and restaurants : they have a fishing and canning industry, a winery and olive groves.

The other place which attracts visitors is the fishing village of **San Felipe,** on the Gulf, 122 miles by paved road from Mexicali. It has fine beaches, good fishing, and facilities for camping.

Hotel : Augie's Riviera.

It is difficult to travel overland from the northern towns to La Paz, though bold adventurers do from time to time take the rough road over the mountains and through the parched lands to the deep south.

It passes through the dismal port of Santa Rosalia, whose copper deposits are now exhausted, and goes on to **La Paz,** 967 miles from Tijuana and 155 miles north of the extreme tip of the peninsula. It is a peaceful town whose mild winter climate is attracting more and more tourists. They come in by private yacht or by air from Mazatlán, Culiacán and Guaymas. Its famous pearling industry, which had died, is reviving.

Hotels : Los Arcos ; La Perla ; La Mision de la Paz.

ECONOMY.

Some 61 per cent. of the working population is engaged in agriculture, livestock raising, forestry, hunting and fishing, but they produce less than 21 per cent. of the national income. This group, however, accounts for over 50 per cent. of the exports.

Agriculture has its difficulties. Half the country is under 4,800 feet in altitude, 40 per cent. is between 4,800 and 9,600 feet. A third of the country has under 15 inches of irregular rain, a third between 15 and 30 inches, and the rest has somewhat more. The great variety of crops is accounted for by the fact that the central plateau, a third of the country, has an average temperature of between 59° and 68°F. ; the northern and central coastlands vary between 68° and 77°F., but in the south the average temperatures are above 77°F. Of the land in use (1950 census) 76.4 million hectares was pasture, 14.3 million hectares forest capable of producing timber, and 20 million hectares (as against 14.9 million hectares in 1940) were cultivated land. Another 10.3 million hectares was estimated as available for cultivation. Some 3.2 per cent. of this cultivated land was classified as naturally humid, 12.4 per cent. as irrigated (but another million hectares has been added since), and 80.5 per cent. as subject to irregular rains. Half the cultivated land is under the *ejido* system.

Large irrigation projects, the increasing use of crop rotation, fertilisers, insecticides, tractors, improved seeds and breeds and increased private investment has greatly improved and enlarged the crops. Wheat, cotton, garbanzos, sugar, tomatoes and vegetables generally are grown under irrigation, and corn, beans, henequen and coffee on naturally humid land. Mexico now grows enough maize, wheat, rice and beans for her own use.

Cotton is the largest export crop, accounting for 25 per cent. of total exports by value. Its cultivation has been greatly increased, mainly in Baja California, Sinaloa and Sonora, and around Torreón, Matamoros and Delicias. The national textile industry uses a sixth. Production, 1955—466,000 m. tons ; 1956 (est.)—409,700 m. tons. Export, 1955—386,000 m. tons.

Coffee, the second most important export, accounted for 11 per cent. by value in 1955. It is grown mostly in the states of Veracruz and Chiapas. Production, 1955—92,000 m. tons. Export, 1955—83,500 m. tons.

Sugar cane, a traditional crop grown mostly in the states of Veracruz, Tamaulipas, Morelos, Jalisco and Sinaloa, has increased greatly of late. Production has risen from 9,830,200 m. tons of sugar

cane to 13,012,600 m. tons in 1954. Exports of refined sugar, 1955—73,100 m. tons.

Henequen, or Mexican sisal, comes from Yucatán, but little is now exported raw though there is an increasing local use and export of manufactured henequen articles, mostly binder twine. The industry has been in a bad state but is recovering. Production, 1955—121,000 m. tons ; export—21,000 m. tons.

Tomatoes are grown both for home use and export to the U.S.A. They are processed and packed either as fresh canned tomatoes, tomato juice or tomato paste. Production is about 374,000 m. tons a year. Exports, 1955—49,200 m. tons.

Mexico also produces, mostly for home use, rice, oranges, lemons, groundnuts, bananas, coconuts, chickpeas, tobacco (90 per cent. of its requirements), melons, other fruits and vegetables, sesame, cacao, alfalfa and vanilla.

Livestock : In 1950—and there has probably been little increase since—there were 14,797,000 cattle, 2,968,000 horses, 1,085,000 mules, 3,002,000 asses, 4,838,000 sheep, 7,201,000 goats, 5,523,000 pigs, and 38,555,000 poultry.

The chief cattle States are Chihuahua, Veracruz, Sonora and Jalisco, but over half the cattle are in the north of the country. Sheep are bred mainly in the States of Zacatecas, Coahuila, Durango and Chihuahua, over 65 per cent. of the sheep being in the north of the country. The largest pig-breeding State is the State of Mexico and over one-third of all pigs are bred in the centre of the country. Goats are raised mainly in the States of Nuevo Leon and Coahuila, whilst horses, mules, asses and poultry are more or less evenly spread throughout the country.

Livestock raising accounts for about 5 per cent. of the national income. The Government is taking active measures against foot-and-mouth disease and dengue fever. Artificial insemination is carried out on a large scale. The production of milk is still small and milk yields low. When the border is open cattle are exported on the hoof. Export of chilled and frozen beef, 1954—13,500 m. tons ; of tanned cattle skins—48,000 m. tons.

Sheep are bred for meat, and the production and quality of wool is quite low. There is an active campaign to increase the poultry population and laying performances, for the import of eggs is large.

Forestry : Because the people use charcoal almost exclusively as fuel, deforestation in the areas of main population is a major problem. There is now an active programme of reafforestation. Pine represents 90 per cent. by value of all the timber cut, but there is mahogany in Campeche and evergreen oak in Jalisco. Plywood and chip-board is manufactured. Boards, planks, or beams of common wood or fine wood are exported.

Fisheries : About 116,000 m. tons of fish are caught in Mexican waters each year. The main fishing bases are Guaymas, Mazatlán, Ciudad del Carmen, the small ports of Baja California, Tampico, Manzanillo, and Topolobampo. There are large exports of fish and shrimp to the U.S.A., but bad communications and marketing limit consumption in the potentially large home market ; the price of fish in the inland centres is extremely high. Export of frozen shrimp, 1955—20.600 m. tons.

Value of Mexico's agricultural, forestal and fishing exports :—

	(million pesos)		
	1953	1954	1955
Raw cotton	4,836	6,921	9,464
Coffee	1,119.1	2,090.3	2,331.8
Shrimps	121.4	160.7	186.9
Fodder	53.6	111.6	131.9
Binder twine	55.9	85.6	107.3
Sugar	—	79.5	90.2
Peanuts	45.6	46.5	61.9
Henequen manufactures	40.5	45.1	50.4
Cotton fabric	32.1	35.5	41.7
Tomato	56.8	134.1	35.9
Henequen	41.3	54.7	35.8
Cane syrup	—	25.7	34.1
Flock cotton	24.2	39.3	33.5
Fresh and frozen meat	27.3	46.8	22.8

The main agricultural imports are cereals, fresh eggs, oil and fats, milk and its derivatives, and dried fruits.

Mining and Petroleum.

The industry employs 110,000 workers, but more than 500,000 are directly dependent on their earnings. Mining and smelting account for 6 per cent. of the national income. Minerals account for an average of 20 per cent, by value of the exports. All minerals are the property of the nation, but mining concessions are granted by the Ministry of Economy. The greatest handicaps are taxation, and transport to the producing areas, many of them in inaccessible regions. Some of the high-grade ores are nearing exhaustion and exploratory work is deficient. The principal mines and processing plants are owned and operated by foreign companies.

Lead, copper, and zinc are the most important exports. Known deposits of both lead and copper are becoming exhausted, but Mexico is still the world's second largest producer of lead. The United Kingdom is the largest buyer of lead and zinc and the U.S.A. of copper. Production has been, in tons :—

	Lead	Zinc	Copper
1953	221,549	226,539	60,148
1954	216,624	223,749	54,806
1955	210,815	269,399	54,675

The American Smelting and Refining Company has smelters at Chihuahua for lead and zinc, and at San Luis Potosi for lead and copper. Arsenic is also treated in this latter plant. It also operates an important refinery at Monterrey for silver and gold and has installations at Nueva Rosita (Coahuila) for zinc and at Sabinas (Coahuila) for coal and coke. It uses ores from its own mines as well as from independent concerns.

The American Metal Company has a large lead smelter at Torreón (Coahuila) and a refinery at Monterrey. It obtains its ores from its own mines and from other sources.

The Anaconda Copper Mining Company works in Mexico through its associated company, the Cananea Consolidated Copper Company. This associated company operates large mines in the State of Sonora and has an important copper smelter at Cananea (Sonora).

The United Kingdom has interests in three other companies which have mines in Mexico, the San Francisco Mines of Mexico, the Fresnillo Company and the Mazapil Copper Company.

The smelting and refining facilities for lead are adequate for Mexican production, but some zinc and copper ores are sent to the U.S.A. for processing.

Silver and gold : Mexico is the world's leading producer of silver. The U.S.A. is the largest buyer. It is found nearly all over the country, usually together with lead, zinc and copper. The most

important operators are the American Smelting & Refining Co., the American Metal Company's associated Cía Metalurgica de Penoles, S.A., and the Government-owned Cía del Real del Monte y Pachuca. The main metallurgical plants are at Chihuahua, San Luis Potosí, Monterrey and Torreón. Production, 1954—1,241 tons ; 1955—1,492 tons.

Production of gold, 1954—12,035 kilograms ; 1955—11,909 kilograms.

About a fifth of the gold production is exported. The balance goes to swell the gold reserves of the Bank of Mexico.

Coal and iron deposits are widely distributed, but most of them are far from each other and in many cases distant from roads and railways. The coal is bituminous and anthracite. The main bituminous deposits are in the states of Coahuila and Oaxaca, and the main anthracite deposits are in the state of Sonora. Some 86 per cent. of all coal comes from the Sabinas Basin in the state of Coahuila ; another 13 per cent. comes from the adjoining fields of Saltillito and Fuente. About 65 per cent. of Mexican coal is produced by the American Smelting and Refining Co., and the Cía Carbonifera Unida de Palau, S.A. Coal is used mainly for producing coke for the steel industry, largely located at Monterrey. Coal production (mainly bituminous) was 1,313,609 tons in 1955.

Iron ore deposits are estimated as at least 300 million tons. The Durango mines are the main suppliers for the steel industry : the iron mountain, Cerro de Mercado, overlooks the City of Durango. A steel plant is going up at Colima and the Colima iron ore deposits are to be worked to supply it. Iron ore production, 1954—314,000 tons ; 1955—430,000 tons.

Sulphur, in the past, has been got mainly from the Negociacion Minera de Azufre mine in the state of San Luis Potosí and the sulphur extraction plant of Petróleos Mexicanos at Poza Rica. Very large quantities are now being obtained by the Herman Frasch process from the salt domes around Minatitlan, in the Isthmus of Tehuantepec, and not far from the port of Coatzacoalcos. Estimated production in 1956 was 800,000 m. tons. Domestic consumption is 70,000 m. tons. Export, 1955—180,000 tons.

Petroleum drilling, production, refining and distributing is now the monopoly of Petróleos Mexicanos (Pemex), a decentralised Government Department. Oil is found mainly along the east coast : (1) in the NE, on the South Texan border—mostly gas fields with an absorption plant at Reynosa ; (2) the Pánuco area, N of Tampico, producing 18,000 barrels a day ; (3) a southern area, including the famous Golden Lane, producing 18,000 barrels a day ; (4) southwards again, the new Ordoñez-Ocotepec area producing 80,000 barrels of heavy oil a day ; in this general area is the Poza Rica field, producing 99,643 barrels a day of light oil—the oil piped to the two great modern refineries at Mexico City and Salamanca ; (5) the Isthmus of Tehuantepec, where production is 20,000 barrels a day. A new field, likely to produce 25,000 barrels a day, has been found at Angostura, 50 miles from Veracruz.

Production has risen from 72,117,598 barrels in 1950 to 89,402,179 in 1955. Of the daily production of 244,937 barrels, 214,250 are refined. In 1955 there were

imports of 15.1 million barrels of products, value U.S.$71.5 million, and exports of 25.8 million barrels (mostly fuel oil), value U.S.$51.6. Domestic consumption of refined products has risen from 58,091,000 barrels in 1950 to 81,970,000 in 1955.

Production of other minerals, during 1955, in m. tons : antimony, 3,817 ; arsenic, 2,953 ; bismuth, 351 ; cadmium, 1,295 ; graphite, 16,993 ; manganese, 35,806 ; mercury, 1,030 ; molybdenum, 41 ; and tungsten, 341.

Main exports of minerals, by value, in millions of pesos :—

	1954	1955
Metallic lead and concentrates	704.3	658.6
Metallic copper and concentrates	549.5	583.3
Petroleum fuel	352.3	534.5
Metallic zinc and concentrates	266.9	346.5
Crude oil	83.1	99.9

Industrial Development.

The Mexican population is increasing rapidly. Long-term possibilities in agriculture are limited. To give employment to her people Mexico, gifted with abundant natural resources, has been led logically to intense industrialisation. Under the stimuli of expanding steel output and increasing agricultural production the nation must go forward with schemes for manufacturing light products and fertilisers and processing equipment and, at no distant date, to the manufacture of heavier products for agriculture and industry. This process began in 1940 and is continuing with growing momentum. There is a plentiful supply of cheap labour and increasing electric power. (Total installed capacity in 1955 was 1,930,000 kW). Today some 12 per cent. of her economically active population is engaged in industry proper. Production, so far, has been mainly for the home market, but she has already broken into the export market with textiles, electrical goods, wood manufactures, iron and lead tubing, crockery, household utensils, tiles and mosaics.

The following table of industrial production by value (some of the 1954 figures are not available) gives a good idea of the recent industrial growth :—

(Value of production in thousand pesos)

	1950	1953	1954
Cotton yarn and cloth	881,845	880,863	1,038,756
Iron and steel	420,179	551,374	761,762
Beer	450,930	621,610	752,691
Rubber manufactures	265,841	404,018	555,187
Flour mills	424,820	505,630	
Vegetable oils	223,103	244,742	391,098
Soap and detergents	245,225	334,931	404,952
Cigars and cigarettes	230,055	391,420	361,259
Cement	148,228	229,393	254,668
Wool yarn and cloth	160,348	162,245	174,876
Paper	154,051	270,686	351,138
Glass	91,700	115,443	163,844
Rayon yarn and cloth	119,922	105,462	106,263
Biscuits and macaroni	66,695	67,532	81,040
Footwear	67,274	70,318	80,070
Matches	49,085	69,442	77,439
Dry goods	96,123	86,684	..
Tinned foods	96,215	83,850	..

Note.—In the first column the figures for flour mills, dry goods and tinned food are for 1951.

The index of industrial production by volume (1945=100) was 121.38 in 1950 and 137.73 in 1954.

IMPORTS AND EXPORTS.

(million pesos)

	1953	1954	1955
Imports	6,985.3	8,926.3	11,045.7
Exports	4,836.2	6,920.3	9,463.6

The U.S.A. supplied 79.3 per cent. of the imports and took 60.7 of the exports in 1955. West Germany holds second place in Mexican trade, Great Britain the third, and Canada the fourth.

Public Debt : An agreement on the direct external debt was put into operation on March 2, 1943, whereby the debt will be extinguished by 1968. The National Railway Debt will be redeemed by 1975. External Debt at the end of 1954 was 1,458.8 million pesos.

Information for Visitors.

How to get there : From Europe, the quickest way is by air to the United States and on again by one of several air services to Mexico.

There are no passenger ship services to any of the Mexican ports, though " cruises " sometimes call. All the following are cargo services carrying a limited number of passengers ; those from Europe are slow and somewhat irregular.

From the U.S. : Ward Line, from New York to Veracruz, sailing every Friday, 7 days. Northbound ships leave Tampico every Sunday *via* Baltimore to New York, 7 days.

From Europe : Hamburg-American Line, joint service with North German Lloyd, Bremen, 2 to 3 sailings a month from Hamburg, Bremen, Antwerp to Veracruz and Tampico.

Harrison Line : from Liverpool.
Sidarma Line : monthly from Genoa to Veracruz.
Spanish Line : from Spain to Veracruz.
Fratelli Grimaldi-Sicula Oceanica : from Southampton, La Coruña, Vigo, Lisbon to Veracruz.
S.A. Armement Deppe : From Antwerp to Tampico and Veracruz.
Italian Line : From Trieste, Venice, Naples, Leghorn, Genoa, Marseilles, Barcelona through the Panamá Canal to Acapulco.

The train takes 3½ days from New York to Mexico City *via* San Antonio and Laredo. A de luxe weekly train from St. Louis to Mexico City in 47½ hours brings New York within 65 hours of Mexico City ; there is a daily through service of Pullman cars on this route.

To Mexico City from St. Louis *via* Missouri Pacific Lines ; San Antonio, Texas *via* the I.G.N., etc.
To Mexico City from Los Angeles per Southern Pacific Lines *via* Nogales, Mazatlán, Guadalajara ; thence *via* National Railways of Mexico through Irapuato and Queretaro to Mexico City.
To Mexico City from Houston Texas *via* Laredo and Monterrey.

A through connection operates daily, with Pullman sleeping car twice weekly, from Mexico City to the Guatemalan frontier at Suchiate *via* Veracruz, Santa Lucrecia on the Tehuantepec Railway, and Tapachula. The river is bridged at Suchiate and connection made with the Guatemala Railways.

From the various U.S. gateways side trip tickets are in operation at specially reduced rates, permitting a visit to Mexico City and return by another of the gateways.

Special reduced Summer Season and Short Limit Excursion Fares are in force from the principal cities of Canada, U.S.A., and Mexico City, showing very large savings over the ordinary fares.

The three great road routes from the U.S. to Mexico City, by the Laredo, El Paso, and Nogales gateways are described in the text.

Documents : Regulations are often changed and the traveller should visit a Mexican Consulate to find what the latest ones are. A passport and a vaccination certificate not more than 12 months old, both visaed by a Mexican consul, are necessary. Mexico has substituted a tourist card for the passport for U.S. visitors. British tourists to Mexico (as distinct from business visitors) should obtain an individual "tourist card" from a Mexican Consulate in the United Kingdom, and also have their passport visaed. Tourists should give the Mexican authorities no occasion to question that their visit is for travel and sightseeing only.

British business visitors (as distinct from tourists) must obtain a visa for a business visit from a Mexican Consulate in the United Kingdom. They are strongly advised to read "Hints to Businessmen Visiting Mexico," free on application to the Commercial Relations and Exports Department, Board of Trade, Horse Guards Avenue, Whitehall, London, S.W.1.

Canadian Citizens enter Mexico with a Tourist Card also, but must have a Canadian Government passport. Naturalized citizens of the U.S. must carry proof of their naturalization.

Customs Regulations : You are allowed to bring your own clothing and equipment into Mexico without paying duty, but all valuable and foreign-made objects (diamonds, cameras, binoculars, typewriters, etc.), should be registered at the U.S. Customs office in your port of exit so that you will not be charged duty on returning. On return to the U.S. a person may take from Mexico, free of duty, up to $200.00 worth of merchandise for personal use or for personal gifts, every 31 days, if acquired merely as an incident of the trip.

If that person has not taken into the United States any merchandise within the last 30 days and is away from the United States for more than 12 days, he can take up to $500.00. This $500.00 exemption privilege can only be used once every six months. The entire $500.00 may be used for articles all of one type if wished, providing they are *exclusively for personal use gifts.*

The U.S. Customs permits the free importation of liquors, depending upon the state you are from. Check with your liquor dealer in Mexico about the amount you are allowed to take in. The American Embassy in Mexico, at Reforma 64, has a liquor chart with this information, too. Declaration forms can be had at the Embassy, and information about American Customs, Tel. 35-95-00.

There is no charge by the Mexican Government for an entrance permit on automobiles and trailers. Your U.S. car insurance does not cover you while driving in Mexico, but agencies on both sides of the border will sell you Mexican automobile insurance.

Sources of Local Information : The Government's Departamento de Turismo is at Calle Bucareli 99, Mexico City, and it has branch offices in some of the "tourist" towns. A few cities run municipal tourist offices to help travellers. The head office of the Asociación Mexicana de Turismo is at Av. Juárez 76. The Mexican

Automobile Association (A.M.A.) is at Berlin 6, Mexico, D.F.

The most helpful of all is probably the Pemex Travel Club, organised by the Mexican petroleum industry to help motorists. Membership of this club, which has its headquarters at Calle Bucareli 35, Mexico City, is free. It not only gives every kind of information or service that a motorist could want, but issues, again free, a number of illustrated leaflets detailing various possible tours in Mexico. There is a branch of the Club at each of the towns on the U.S.-Mexican border.

The Mexican Government issues, in Spanish, a large booklet containing a complete calendar of fiestas. Copies may be got from the Dirección General de Turismo, Av. Juárez 89, Mexico City.

Sources of Economic and Commercial Information : In addition to the services supplied by the Commercial Section of H.M. Embassy and the British Chamber of Commerce, there are several Mexican organisations which may profitably be consulted on specific points. There are efficient economic and industrial research departments at the Banco de Mexico, Banco Nacional de Comercio Exterior, Nacional Financiera, Banco Nacional de Mexico, and the Banco de Comercio. The Asociacion Nacional de Importadores y Exportadores de la Republica Mexicana (ANIERM), with offices at Isabel la Catolica No. 38 (8th Floor), provides a multiplicity of useful services. The Confederation of National Chambers of Commerce (Confederacion de Camaras Nacionales de Comercio, San Juan de Letran 11, Mexico, D.F.) and the Chambers of Commerce in each city, including that in Mexico City (Camara de Comercio de la Ciudad de Mexico, Paseo de la Reforma 42, Mexico, D.F.) will always provide useful information. For advice on industrial matters the Confederacion de Camaras Industriales (Plaza de la Republica No. 51) will be found helpful. The Mexican Machinery Distributors Association (Asociacion Mexicana de Distribuidores de Maquinaria A.C., San Juan de Letran 13-1101-1103, Mexico, D.F.) specialises in problems affecting the machinery market.

Hours of Business are from 10 a.m. to 6 p.m., with an extension to 8 p.m. on Wednesdays and Saturdays. Many shops close earlier. Banks remain open from 9 a.m. to 1 p.m. and to 12.30 p.m. on Saturdays. Business office hours are somewhat fluid ; some open at 9 a.m. or 10 a.m., close at 1 p.m. and reopen between 2 p.m. and 5 p.m. Other businesses, including some Government offices, are open between 9 a.m. to 2.30 p.m., but close for the rest of the day.

Travellers' cheques from any well-known bank can be cashed in Mexico City, whether drawn in sterling or in U.S.A. dollars, but in the provinces travellers' cheques or letters of credit in terms of U.S. dollars only should be carried.

The **best season** for a business visit is from late January to May.

Hotel prices are now controlled and are reasonable. English is spoken at the good ones.

Tipping : 10 per cent. It is not necessary to tip the drivers of hired cars. Porters usually have a fixed tariff.

Health : Tap water should not be drunk ; bottled water is reliable. Raw salads and vegetables may be dangerous. Vaccination against smallpox, typhoid and para-typhoid is strongly recommended. Smallpox and typhoid have a tendency to find their victims amongst unacclimatised visitors.

Drink : The beer is excellent. Wine is expensive and not popular. The native drinks are tequila, made mostly in Jalisco, and potent, and pulque, also powerful. Mezcal is another drink to be careful with. Imported whiskies and brandies are expensive.

Food ; The usual meals are a light breakfast and a heavy lunch

between 1 p.m. and 3 p.m. Dinner is late in the evening and light.

What to Eat : Tamales of course, but equally famous is mole de guajolote, turkey with a rich sauce. Tacos and enchiladas are made of meat or chicken rolled in tortillas (maize pancakes) and are delicious. Indian dishes are found everywhere : chile, mole, tostadas (toasted fried tortillas with chicken, beans and lettuce). Mexican beans (frijoles) appear in various dishes. Red snapper, Veracruz style, is a famous fish dish, sautéed with pimientos and spices. Fruits include a vast assortment of tropical types—avocados, bananas, pineapples, zapotes, pomegranates, guavas, limes and mangos de Manila, which are delicious. Don't eat fruit unless you peel it yourself, and avoid raw vegetables. Try higos rebanados (delicious fresh sliced figs), guacamole (a mashed avocado salad) and of course, papaya, which you may or may not like. In Mexico City you can get any type of food you want, and milk for the children.

Clothing : People are as smartly dressed in Mexico City as in any of the world's capitals. Black street dresses are fashionable. Absolutely monstrous to the locals is the public appearance of females in slacks or shorts. Cool nights and occasional cool days at the high altitudes demand a light overcoat ; the rainy season calls for an umbrella and a mackintosh. There is little central heating, so warm clothing is needed in winter. It is hot in the coastal resorts : cotton frocks, pastel silks, bathing suits, sports clothes. Two musts are good walking shoes and dark glasses. Sweaters are useful. Men should take linen or seersucker jackets and suits ; wool suits for Mexico City, sports shirts and slacks, swimming trunks and a bathrobe.

Currency : The monetary unit is the Mexican peso, divided into 100 centavos. There are silver coins of 1 and 5 pesos and .50 centavos ; bronze coins of 0.20, 0.10, .05 and .01 centavos, and nickel coins of 25 centavos. Notes in circulation are for 1, 5, 10, 20, 50, 100, 500, and 1,000 pesos. Exchange is at the rate of 12.50 pesos to the U.S. dollar, 35.00 pesos to the pound sterling.

Weights and Measures : The metric system is official and compulsory.

Business Holidays : Sunday is a statutory holiday. Saturday afternoon is also observed as a holiday, except by the shops. There is no early closing day. National holidays are as follows :—

January 1 : New Year.
February 5 : Constitution Day.
March 21 : Birthday of Juárez.
Maundy Thursday
Good Friday
Easter Saturday
May 1 : Labour Day.
May 5 : Battle of Puebla.
September 16 : National Day.
October 12 : Discovery of America
November 1 : All Saints' Day.
November 2 : Day of the Dead.
November 20 : Day of the Revolution.
December 12 : Lady of Guadalupe.
December 25 : Christmas Day.

Press : All the more important newspapers are published in Mexico City. The chief daily is " El Universal," with a very large circulation. Next comes " Excelsior," representing more conservative views. Other papers are " La Prensa," " El Gráfico," " Ultimas Noticias," " Novedades," " La Reacción," " Diario Oficial," the official gazette, and " The News " (in English).

Postal services, organised on a federal basis, are slow ; ordinary

mail, internal or international, takes 4 days to deliver in the capital and up to two weeks elsewhere. In Mexico City there is an immediate delivery (*entraga immediata*) service. Elsewhere, for rapid delivery, air mail is better. Air mail letters to the U.S. take about three days, and to the U.K. *via* the U.S. about four days. Parcels for abroad are subject to examination at the post office. Export duties have to be paid at the Ministry of Finance and the parcel has to be handed in again at the post office. Weight limit from the U.K. to Mexico : 22 lb., and 10 kilos in the reverse direction. Air mail from the U.K., see page 28.

Telegrafos Nacionales maintains the national and international telegraph system. It is separate from the Post Office and telegrams have to be handed in at its offices. There is a special office at Calle Dolores 3 in Mexico City to deal with international traffic.

There are telephone services from Mexico to the United States, Canada, and Europe. The minimum charge for a 3-minute call from Britain is £3. os. od.

Cost of Living : Mexico is a comparatively cheap country to live in, and there is no housing problem. The cost of living index in Mexico City (1939=100) was 563.8 in Feb., 1957. Clothing is particularly costly.

Mexico is represented in London by an Embassy (at 48 Belgrave Square, S.W.1), and a Consul-General (at 48, Montrose Place, S.W.1). There are Mexican Consular Offices in Cardiff and Hull. The Consul-General is Sr. Gustavo Luders de Negri.

The Ambassador is Sr. Pablo Campos Ortiz.

Great Britain is represented by an Embassy and Consulate at Mexico City (Calle Lerma 71), a Consul at Tampico, and Vice-Consuls at Chihuahua, Coatzacoalcos (Puerto Mexico), Guadalajara, Guaymas, Mazatlán, Mérida, Monterrey, Pachuca, Puebla, Tapachula, Torreón, and Veracruz. The Ambassador is Sir Andrew Noble, Bart., K.C.M.G.

The United States are represented by an Embassy and Consulate at Mexico, Consuls at Agua Prieta, Chihuahua, Ciudad Juárez, Durango, Ensenada, Guadalajara, Matamoros, Mazatlán, Mexicali, Monterrey, Nogales, Nuevo Laredo, Piedras Negras, Saltillo, San Luis Potosí, Torreón, Veracruz, Coatzacoalcos ; and a Vice-Consul at Guaymas.

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CUBA

CUBA, 44,164 square miles in area, 759 miles long and so narrow that no place is more than 40 miles from the sea, lies across the Gulf of Mexico. Gifted with a temperate climate broken only occasionally by hurricanes, not cursed by frosts, blessed by a well-distributed and ample rainfall and excellent soils for tropical crops, it has become the second largest source of cane sugar in the world and supplies the best cigar tobaccos. About 300,000 visitors come to it each year to flee the rigours of the American winter. Its wealth and its beauty has earned it the title of "Pearl of the Antilles."

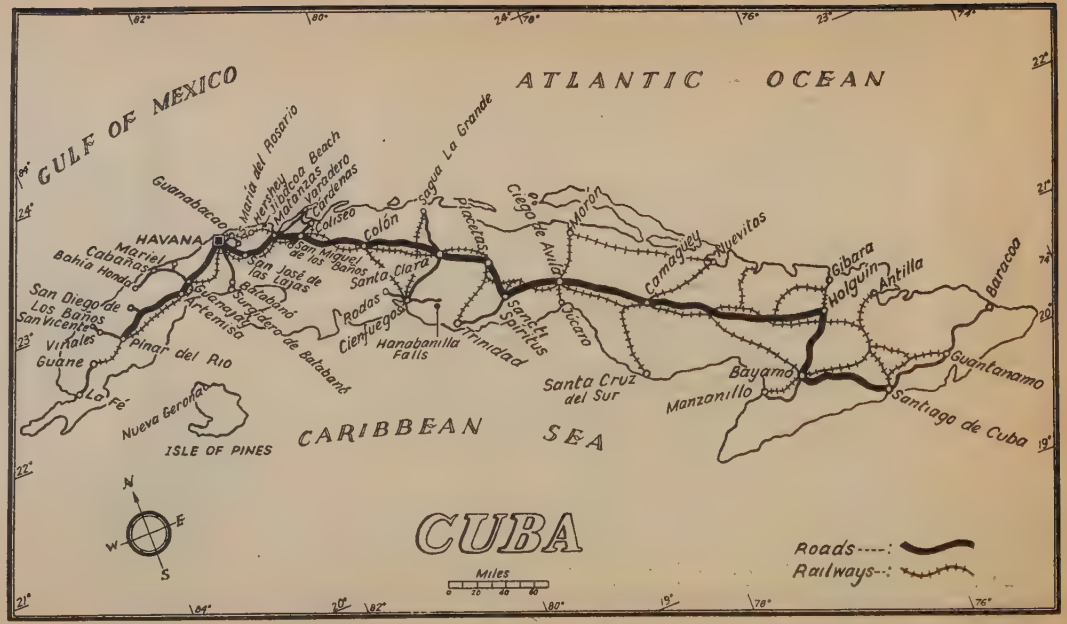
The traveller who goes by the great trunk road or by train from Havana to Santiago gets a general impression of a country of gentle slopes, but about a quarter of Cuba is, in fact, fairly mountainous. To the W of Havana is the narrow Sierra de los Órganos, rising to 2,500 feet and containing, in the extreme W, the strange scenery of the Guaniguánicos hill country. South of these Sierras, in a strip some 90 miles long and 10 miles wide along the piedmont, is the Vuelta Abajo area which grows the finest of all Cuban tobaccos. Towards the centre of the island are the Trinidad mountains, rising to 3,700 feet, and in the east, encircling the port of Santiago, are the most rugged mountains of all, the Sierra Maestra, in which Pico Turquino reaches 6,650 feet. In the rough and stony headland E of Guantánamo Bay are the copper, manganese, chromium and iron mines of Cuba. About a sixth of the land surface is covered with mountain forests of pine and mahogany. The coast line, with a remarkable number of fine ports and anchorages, is about 2,200 miles long.

History : Cuba was discovered by Columbus during his first voyage on October 27, 1492, and he paid a brief visit two years later on his way to the discovery of Jamaica. Columbus did not



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realise it was an island ; it was first circumnavigated by Sebastián de Ocampo in 1508. Diego Velasquez conquered it in 1511 and founded several towns, including Havana. The first negro slaves were imported in 1526. When the British took Jamaica in 1655 a number of Spanish settlers fled to Cuba, already famous for its cigars, a strict monopoly of Spain. The English, under Lord Albemarle and Admiral Pocock held the island in 1762-63, but it was returned to Spain in exchange for Florida. In 1763 the Sociedad Patriótica (which still exists as the Amigos del País) established schools and the press. Cotton and sugar were introduced towards the end of the 18th century. Cuba was all but autonomous during the Napoleonic Wars. The tobacco monopoly was abolished in 1816 and Cuba was given the right to trade with the world in 1818. Virtual autonomy, however, had bred ambitions, and a strong movement for independence was quelled by Vives, the Captain General, in 1823. Spain retorted by vesting the Captain General with absolute powers and the first martyrs to independence were executed in 1826. By this time the blacks outnumbered the whites in the island ; there were several Negro rebellions and little by little the Creoles (or Spaniards born in Cuba) made common cause with them. A Negro rising in 1837 was savagely repressed and the poet Gabriel de la Concepción Valdès was shot. The leaders of an abortive movement for independence in 1851 were also shot. There was a ten-year rebellion against Spain between 1868 and 1878, but it gained little save the effective abolition of slavery, which had been officially forbidden since 1847. From 1895 to 1898 rebellion flared up again under Jose Martí and Máximo Gómez. The United States were now in sympathy with the rebels, and when the U.S. battleship, the *Maine*, was blown up in Havana harbour on February 15, 1898, it was made a pretext for declaring war on Spain. American forces (which included Colonel Theodore Roosevelt) were landed, a squadron blockaded Havana and defeated the Spanish fleet at Santiago de Cuba. In December peace was signed and Spain's long struggle to hold the island was over. The Government of Cuba was handed to its first president, Tomas Estrada Palma, on May 20, 1902, but the U.S. retained naval bases at Río Hondo and Guantánamo Bay, reserved the right of intervention in Cuban domestic affairs, but granted the island a handsome import preference for its sugar. The U.S.A. were forced to intervene several times, but relinquished the right in 1934. From 1925 to 1933 the " strong man " Machado ruled Cuba as a dictator. His downfall was brought about by General Batista, then a sergeant ; he has remained ever since the effective ruler of Cuba.

The American treaty with Cuba was the turning point in its history. During the whole of the Spanish regime the island had been badly neglected. By 1898 only about 3 per cent. of it was cultivated. Over the rest of it roamed semi-nomadic cattle. Highways were few and poor. The right to intervene brought an immense inflow of American investment ; roads and railways were built, the capital modernised, and new technical equipment quartered the cost of the rapidly increasing sugar production. Sugar and its by-products account to-day for 90 per cent. of the island's exports, by value.

The People : The census of 1953 gave a population of 5,832,851,

of whom 201,177 were foreigners. Some 73 per cent. register themselves as whites : they are mostly the descendants of Spanish colonial settlers and immigrants ; 24 per cent. are Negroes and mulattoes, now living mostly along the coasts and in certain provinces, Oriente in particular ; about 1 per cent. is Chinese. The indigenous Indians disappeared long ago. Some 54 per cent. live in the towns, of which there are 13 with over 93,000 inhabitants each. A third of the population lives in Havana province, a fifth in Havana itself. From November to March there is an inflow into Cuba of 300,000 holidaymakers who spend some 50 million dollars : next to sugar the most important source of foreign exchange.

Provinces	Area sq. miles	Population	Population per sq. mile
Havana	3,170	1,539,323	485.6
Pinar del Río	5,206	448,559	86.2
Matanzas	5,256	395,803	75.3
Las Villas	8,257	1,030,579	124.8
Camagüey	10,064	619,261	61.5
Oriente	14,211	1,799,326	126.6
TOTAL	44,164	5,832,851	132.1

Communications : Cuba has 4,800 miles of railway and 3,600 miles of highway. The railways and the main roads are shown on the map. It is a focal point for shipping lines plying in the Gulf and is on the great airway route from Miami to South America. Details of its external communications are given under "Information for Passengers."

Government : The 1940 Constitution provides for a President and a Vice-President elected by direct popular vote for four years, and a Cabinet, headed by a Prime Minister, to advise the President, who appoints him. The Prime Minister can be ousted if he is not supported by Congress. Legislation is enacted by Congress : a House of Representatives of 136 members elected for four years, and a Senate of 9 members from each Province, sitting for 8 years. Women have the vote.

PRESIDENT.
Gen. Fulgencio Batista Zaldivar (1955)

Prime Minister .. .. Dr. Jorge García Montes
Minister of State .. .. Dr. Carlos Saladrigas

There are 11 other ministers.

The Supreme Court is in Havana. There is a Court of Appeal at the capital of each province. The provinces are divided into judicial districts, each with judges for civil and criminal actions. In addition, there is in each municipality a corrective court for minor offences.

There is no State church. Most of the people are Roman Catholics.

Havana, the capital, is the largest, most beautiful and most sumptuous city in the West Indies. With its suburbs it has 1,211,648 people : a cosmopolitan population which includes considerable numbers of Americans, Central Europeans, non-naturalised Spaniards, Jews and Chinese. It has, of course, the usual Latin-American contrasts of great wealth and great poverty. Some of it is very old—the city was founded in 1519—but the ancient palaces, plazas, colonnades, churches and monasteries merge agreeably with the new.

The best approach is by sea, a memorable experience. A short channel leads to a large and beautiful harbour, two miles long, one mile wide, and cosily protected against storms. As we approach the channel we see, to the left, the time-worn walls of Morro Castle. To the right is the fortress of La Punta, and beyond it the many-coloured city. From the harbour one looks E towards high hills, but westwards is the more or less level land, backed by low hills, on

which much of the city is built. The wealthy residential sections of Marianao and Vedado are in the low hills.

The oldest part of the city, around the Plaza de Armas, is quite near the docks. Here is the City Hall, the temple of El Templete, and La Fuerza, the oldest of all the forts. From Plaza de Armas two narrow and picturesque streets, Calles Obispo and O'Reilly, go W to the heart of the City : Parque Central, with its laurels, poncianas, almonds, palms, shrubs and gorgeous flowers. Round this busy square are hotels, clubs, and cafes. To the SW rises the golden dome of the Capitol. From the NW corner of Parque Central, the famous Paseo del Prado runs to the fortress of La Punta. It is a wide, tree-shaded avenue lined by hotels, clubs, theatres, restaurants, bars and stores and is crowded at night. At its northern sea-side end is the Malecón, a splendid highway along the coast to the western residential sections of Vedado and Marianao. (On the Malecón, on the way to Vedado, is the monument which commemorates the destruction of the U.S. Battleship *Maine* in Havana Harbour on the night of February 15, 1898 : the pretext on which the U.S. declared war on Spain). From near the fortress of La Punta a French company is now driving a tunnel eastwards under the mouth of the harbour ; it will emerge in the rocky ground between the Castillo del Morro and the fort of La Cabaña, some 600 yards away. Havana is then expected to expand to the east as it already has to the west, and along the deserted coast towards Cojimar will appear skyscrapers, blocks of air-conditioned flats, parks, and modern highways.

The street map of Havana given here is marked with numerals showing the places of most interest to visitors. Each of these is now described under the numeral which stands for it in the map. A complete and excellent street map of Havana is issued by the " Esso " Standard Oil Company (Cuba).

1. Castillo del Morro (El Morro Castle), built, like all the fortresses, by Spain, to repel the buccaneers. Drake appeared before Havana in 1585. El Morro was built between 1587 and 1597, with a 70-foot moat, but has been much altered. It stands on a bold headland ; the flash of its light tower, built in 1844, is visible 18 miles out to sea. Visit the prison-like rooms, casemates, kitchens, magazines, dungeons, and see in particular the view from the ramparts, reached by a circular stairway. On the harbour side, down by the water, is the Battery of the 12 Apostles, each gun named after an Apostle. How reached : by motorboat from Machina pier or from the La Punta landing (5 minutes).

An amphibious attack by the British captured Havana in 1762. The expeditionary force, under Admiral Sir George Pocock, was drawn from England, North America, and the West Indies. It appeared before Havana on June 6. Whilst Pocock made a feint attack on the city and on Morro Castle, Lord Albemarle, in charge of the land forces, deployed his sailors and marines on the open beaches near Cojimar : a complete surprise. Albemarle then marched his men over goat tracks and broken ground covered with thorn, scrub and prickly pear to the spot where Cabaña fort now stands, a distance of five miles. From Cabaña ridge he could bombard both the city and Morro Castle. Pocock meanwhile established a naval base at the mouth of the Chorrera river, (where Vedado is to-day), blockaded the harbour, and bombarded the Morro. On July 30 Albemarle sprang a mine under the north-east bastion of the Morro and his men stormed the Castle " like people going to see a show at fair time." The Morro gone, British troops attacked the city from the west. Havana capitulated on August 12, and with it the strong Spanish naval squadron in the harbour. The cost to the British was heavy. Unknown to them, a merchant ship from Vera Cruz had, in the autumn of 1761, brought the *vómito negro*, or yellow fever, to Cuba. Only 646 men were killed, but 6,008 men died of this disease. There are no monuments to the campaign, but the little castle at the mouth of the Chorrera which Pocock captured is still there, though now surrounded and dwarfed by gleaming white blocks of flats.

2. Fortaleza de la Cabaña (La Cabaña Fortress) reached by harbour boat from


HAVANA
N
GULF OF MEXICO
CHANNEL
MALECON
C. CARCEL
C. GENIOS
C. ZULUETA
C. PEÑA POBRE
C. REFUGIOS
C. CUARTELES
C. COLON
C. CHACON
C. TEJADILLO
C. ANIMAS
EL PRADO
DE BELGICA
C. EMPEDRADO
C. VIRTUDES
C. S. JUAN DE DIOS
C. NEPTUNO
C. O'REILLY
C. OBISPO
C. OBRAPIA
C. LAMPARILLA
C. AMARGURA
C. VILLEGAS
C. BERNAZA
C. TENIENTE REY
C. MURALLA
C. DRAGONES
C. REINA
C. MONTE
C. CORRALES
C. APODACA
C. GLORIA
C. MATADERO
C. ARSENAL
C. SOL
C. LUZ
C. ACOSTA
C. JESUS MARIA
C. MERCED
C. PAULA
C. SAN ISIDRO
C. COMPOSTELA
C. HABANA
C. AGUIAR
C. CUBA
C. IGNACIO
SAN MERCADERES
AVE DE BELGICA
BAY

Machina wharf or the Punta landing (10 cents each way). Steep ascent on foot from the shore. Built: 1763-1774, after the British had left. Fronting the harbour is a high wall; the ditch on the landward side, 40 ft. deep, has a drawbridge to the main entrance. Passing through a vaulted hall we come to Los Fosos de los Laureles (Laurel Ditch), where political prisoners were shot during the Cuban fight for independence. A cannon is fired each evening at 9 p.m.

The National Observatory and the Hershey Railway terminus are on the same side of the Channel as these two forts.

3. La Punta Fortress, (Castillo de la Punta), built at the end of the 16th century, a squat building with 8-foot thick walls, is now used by the Cuban Navy.

4. Castillo de la Fuerza (The Fortress), Cuba's oldest building and the second oldest fort in the New World. Built, 1538-1544, after the city had been sacked by buccaneers. It is a low, long building with a picturesque tower from which there is a grand view. Hernando de Soto set out from here in 1539 to discover the Mississippi. Legend says that his wife, Isabela de Bobadilla, used to climb the tower to watch for his return; that the strain on her eyes made her blind; and that she died of sorrow when she heard of her husband's death. In 1672 the occupying English stole from the tower a statue of La Habana, the Indian girl who first greeted the Spaniards; a replica now serves as a weathervane. The moat has been turned into a sunken garden. The Public Library is now in La Fuerza. No charge for entrance.

Opposite it, across the Malecón, is the Máximo Gómez monument. He led the Cubans to victory and independence.

Note: There are two other old forts in Havana: Atarés, finished in 1763, on a hill overlooking the south-west end of the harbour; and El Príncipe, on a hill at the far end of Av. Independencia. Built: 1774-94. Now the city gaol. Finest view in Havana from this hill.

5. The Cathedral, a picturesque building in Hispano-American style, massively built of native limestone, which is much weathered. Built in 1704 by the Jesuits, who were expelled in 1767. Belltowers flank the Tuscan facade; there is a grand view from the E tower, which has two musical bells, a small one, cast in Matanzas, bearing the date 1664, and the larger one, cast in Spain, bearing the date 1698. The church is officially dedicated to the Virgin of the Immaculate Conception, but is better known as the church of Havana's patron saint, San Cristóbal, and as the Columbus cathedral. The bones of Christopher Columbus were sent to this cathedral when Santo Domingo was ceded by Spain to France in 1777, and were not removed until the Spanish American war. The bones were in fact those of another Columbus. See the Museum of the Diocese, with old paintings on the walls and a fine collection of vestments embroidered in silver and gold.

6. Plaza de Armas (now known as Plaza Carlos Manuel Céspedes), has been restored to very much what it once was. The statue in the centre is of Ferdinand VII of Spain. In the NE corner of the square is the temple of **El Templete**; a column in front of it marks the spot where the first mass was said in 1519 under a ceiba tree. A sapling of the same tree, blown down by hurricane in 1753, was planted on the same spot, and under its branches the supposed bones of Columbus reposed in state before being taken to the cathedral. This tree was cut down in 1828, the present tree planted, and the Doric temple opened. There are paintings by Vermay, a pupil of David, inside. Entrance free, weekdays 8.30 to 12.00 a.m. and 2-5 p.m.

7. On the W side of Plaza de Armas is the City Hall, built in 1780, a charming example of the colonial period. The Spanish Governors and the Presidents lived here until 1917. The arcaded and balconied patio is well worth a visit. The Supreme Court on the N side of the Plaza is another colonial building, but not such a good example. It has a large patio.

8. The Church and convent of San Francisco, built 1608, reconstructed 1737: a massive, sombre edifice suggesting defence rather than worship. The three-storied tower was both a landmark for returning voyagers and a look-out for pirates. The convent now houses the Post Office.

9. The Corinthian white marble building on Calle Oficinos S of the Post Office was once the legislative building where the House of Representatives met before the Capitol was built. The Ministry of Instruction and Fine Arts is housed here now.

10. The Santa Clara Convent, which now houses the Ministry of Works, was built in 1635 for the Clarisan nuns. The quaint old patio has been carefully preserved; in it are the city's first slaughter house, first public fountain and public baths, and a house built by a sailor for his love-lorn daughter. You can still see the nuns' cemetery and their cells.

11. La Merced church, built in 1746, rebuilt 1792, Havana's wealthiest and most aristocratic church; there is a fashionable congregation at Sunday morning mass, celebrated with a full orchestra. It has a beautiful exterior and a recently redecorated lavish interior.

12. The National Museum, but its contents were removed in 1957 to (13) the newly built Palacio de Bellas Artes, just across from the Presidential Palace. There

is a large collection of relics of the struggle for independence, sculptures, classical paintings (most of them copies), and a fine array of modern paintings by native and other artists.

14. Parque Fraternidad, now landscaped to show off the Capitol, N of it, to the best effect. At its centre is a ceiba tree growing in soil provided by each of the Pan-American republics. In the park also is a famous, but not particularly good statue of an Indian woman : La Noble Habana, sculpted in 1837. From the SW corner the handsome Avenida de la Independencia runs due W to the high hill on which stands Principe Castle (now the City Gaol). On this Avenue, at the foot of the hill, are the Botanical Gardens (collection of flora, bird houses, fish-ponds, etc). North, along Calle Universidad, on a hill which gives a good view, is the University of Havana.

15. The Capitol, opened May, 1929, has a large dome over a rotunda ; at the centre of its floor is set a 24-carat diamond, zero for all distance measurements in Cuba. The interior has large halls (including the conference halls of the House of Representatives and Senate) and stately staircases, all most sumptuously decorated. Entrance for visitors is to the left, on Calle Industria. Admission : 25 cents. Official guides show people round.

16. Parque Central. See the introduction to this chapter.

17. The National Theatre.

18. Presidential Palace, a huge, costly, ornate building topped by a dome, facing Avenida de la Misiones Park. A bit of the old city wall is preserved in front of the front entrance. Parque Zayas faces the S entrance.

19. The Church of El Santo Angel Custodio was built by the Jesuits in 1672 on the slight elevation of Peña Pobre Hill (the street of that name is the narrowest in the City). It has white, laced Gothic towers and 10 chapels, the best of which is back of the high altar. A tragic scene in the famous novel, *Cecilia Valdés*, was set on the steps of this church.

Hotels :—Rates for Room with Bath. European Plan, meals extra.

	Number of rooms	*Season*	*Single Room*	*Double Room*
In old Havana—			$	$
Plaza,	300	Summer ..	5.00— 8.00	7.00—10.00
Agramonte 267 (Central Park). Telephone : A-2106		Winter ..	8.00—13.00	10.00—15.00
Sevilla-Biltmore,	350	Summer ..	7.00—15.00	10.00—15.00
Prado 255. Telephone : M-9961		Winter ..	11.00—20.00	16.00—24.00
Packard,	99	Summer ..	4.50— 6.00	6.00—14.00
Prado 51. Telephone : M-7951		Winter ...	10.00	10.00—20.00
Ambos Mundos,	54	Summer ..	3.00— 5.00	4.00— 8.00
Obispo 153. Telephone : M-9811		Winter ..	5.00— 8.00	8.00—12.00
Parkview,	80	Summer ..	3.00— 8.00	5.00—10.00
Colon 101. Telephone : M-6904		Winter ..	8.00— 9.00	12.00—15.00
In Vedado—				
Nacional,	549	Summer ..	9.00—14.00	13.00—19.00
21 y O, Vedado. Telephone : U-8921		Winter ..	20.000	27.00—30.00
Presidente,	154	Summer ..	6.00—18.00	8.00—11.00
Ave. de los Presidentes No. 110, Vedado. Telephone : F-6622		Winter ..	10.00—12.00	18.00—20.00
Vedado,	71	Summer ..	8.00—10.00	10.00—11.00
Calle O entre 23 y 25. y 25, Vedado. Telephone : F-9961		Winter ..	16.00—15.00	16.00—18.00
Victoria,	33	Summer ..	4.00— 6.00	6.00— 8.00
Calle 19 No. 101, Vedado. Telephone : F-6631		Winter ..	6.00— 8.00	10.00—12.00

Along the beaches (10 miles from Havana) in the Miramar section, is the Comodoro Hotel, with air-conditioned rooms, swimming pool and beach.

During the height of the winter season (January-February) prices may be somewhat higher. Pensions are also available.

Boarding Houses : A limited number of well-managed boarding houses in Havana cater for Americans. Rates are about the same as those charged by the

American-plan hotels.

Restaurants are not cheap. First-class ones are La Reguladora, 412 Calle Amistad ; La Zaragozana, 355 Calle Montserrate (sea-food a speciality) ; the Hotel National ; the Florida, Prado 86 ; Gaviria, in front of the American Embassy ; Monsegneur, 21 y O, Vedado ; Le Vendome, Calzada y C, Vedado, etc. One of the most interesting, particularly from noon to 3, is the old Bodeguita del Medio, on Calle Empedrado. Excellent cuisine at Rio Cristal Club and El Sitio, both 30 minutes out of town. The new Tally-Ho restaurant is in the Vedado section.

Night Clubs : Sans Souci, restaurant garden ; Tropicana, on Av. Truffin, Buena Vista ; Montmartre, El Vedado ; Mi Bohio, Av. de las Americas, Miramar suburb ; Panchin, Miramar ; Bambu Club and Topeka, Rancho Boyeros road.

Conveyances : Taxis, locally known as " fotingos," are cheap and convenient ; short rides within the city—Zone 1, in which are most of the big businesses and hotels—cost 40 cents for 2 persons, and 10 cents for each additional person. From any point in Zone 1 to Zone 2 (first part of Vedado section) is 60 cents. Better dismiss the taxi at the end of each ride rather than argue about waiting time. Small cars can be hired at $2.50 an hour, or $20.00 for the day. Large cars are much dearer. Settle all points before you get into the car, preferably hired through your hotel information bureau. Automobiles rendering tourist service must display in a visible place the tariff legalised by the Tourist Commission (Tel : M-1670). Motor buses are run on a basis of an 8 cent fare.

Shopping : Prices are not much lower than in the U.S., but good buys (in reputable shops) are locally bottled French perfumes, rums, liqueurs, cordials, leather goods, particularly the pliable and soft (but not the stiff) alligator skins. Local cigars and cigarettes are excellent. An association of Cuban artists has opened in the oldest stone house in Cuba, 59 Plaza de la Catedral, a Centro Arte Cubano (Centre for Cuban Arts). Selected examples of what is best in local art and craft are for sale.

Clubs : Country Club ; Havana Biltmore Yacht and Country Club ; American Club ; Havana Yacht Club ; Rovers Athletic Club ; Vedado Tennis Club ; Lions Club.

There are a large number of Freemasons and there are Lodges in all communities. The Automobile Club has a large membership and a palatial clubhouse in Havana. The Vedado Tennis Club and the Country Club are important social institutions. The Yacht Club has headquarters at Marianao, the fashionable sea resort. The Union Club has an influential membership ; the Jockey Club, the Athletic Club, the Casino Español, the Casino Deportivo de la Habaña, the Miramar Yacht Club, the National Society of Veterans (of the Cuban Army), and the Rotary Club are all important. The American Club has a residential clubhouse, of two storeys and a roof garden, in Havana.

There are two Clubs organized by English-speaking women : the " Women's Club " and the " Mothers' Club ".

Sport : The Cuban public is very sport-conscious. Public attendance is large at baseball, soccer, and jai alai. Competitive boxing, prize-fighting, horse racing, swimming, rowing and yachting also attract a number of people. Facilities for athletics of all kinds are offered by various Clubs in and around Havana. Cock fighting, which is very popular, can be seen in the Jesús del Monte quarter.

Golf : Havana Country Club (private) ; Rovers Athletic Club (British), at which tourists can play without paying green fees ; Havana Biltmore Club (private).

Electric Current : 110 volts, 60 cycle, A.C. Note : in some parts of Cuba, 200 volts.

Banks : The Chase National Bank of the City of New York ; The Royal Bank of Canada, eight branches ; the National City Bank of N.Y. ; Bank of Nova Scotia ; First National Bank of Boston ; Trust Company of Cuba.

All America Cables and Radio, Inc., Cuba 66, Esq., O'Reilly. Branch office : Lonja del Comercio, Segundo Piso. Manzana de Gomez, entrance Calle San Rafael. National Hotel.

Cable and Wireless (West Indies) Ltd., Obispo 351.

British Embassy, 9th floor, Edificio Bolivar, Capdevila 101.

British Chamber of Commerce, Room 420, Royal Bank of Canada Building, Aguiar and Obrapia, Havana, (Apartado Postal 2642).

Tourist Protection : The Police Department has a section detailed to the protection of tourists. Its members carry an arm badge marked " National Police Dept., Tourist Division."

Suburbs : The western sections of the old city merge imperceptibly into **El Vedado,** with its modern hotels, splendid residences, social and sports clubs. W of Vedado, and reached by a tunnel under the Almandores river, lies **Marianao,** with its fine La Playa beach, the National Casino, Havana Yacht Club, Country

Clubs, and a race track in Parque Oriental. This is Havana's main suburb, some 10 miles W of the Capitol, and easily reached by motor car, bus or tram.

Guide Books : The Cuban National Tourist Association turns out attractive folders. The "Blue Guide to Cuba" is quite good. The Automobile Club of Cuba gives details of the best excursions in the island.

Excursions from Havana : GUANABACOA is three miles to the E and is reached by a road turning off the Central Highway or by the Hershey Railway. It is a well preserved small colonial town with an old parochial church which has a splendid altar ; two colonial monasteries (San Francisco and Santo Domingo) ; the Carral Theatre ; and some attractive mansions. The road goes on N through a gracious countryside to Cojimar, on the coast : good beach, trips along the river, fishing. The fortress was built in 1656 and taken by the British in 1762.

A road, 10 miles, runs from Guanabacoa to Guanabo Beach, reached by direct bus from Plaza Catedral. Hotels : *Puerto Principe* ; *Canada's Club.*

A delightful old colonial town, SANTA MARÍA DEL ROSARIO, founded in 1732, is 10 miles E of Havana. It is reached from Cotorro, on the Central Highway, and has been carefully restored and preserved. The village church is particularly good. See the paintings, one by Veronese. There are curative springs nearby.

The province of Pinar del Río, lying W of Havana, has three ranges of mountains, a wide variety of scenery, and picturesque small towns. Both the Central Highway and a railway traverse it as far as Pinar del Rio, the capital.

If we take the Central Highway and turn off right at GUANAJAY, (28 miles from Havana), we reach the small port of **Mariel,** 8 miles away. There are some very beautiful landscapes in the area. Mariel, with boating, fishing, and good sea-food, is a grand place for excursions. The Cuban Naval Academy, which has an interesting fish museum, is on top of a hill.

The coast road goes on to CABÁNAS and BAHÍA HONDA ; good fishing at both. It will be extended later to the spa of San Vicente, (Hotels : *Balneario* ; *Bancho*), and to Vinales. There is already a road from Viñales to Pinar del Río. From San Vicente, by the way, there is a most adventurous trip N to the lonely seaside village of La Esperanza.

But to continue along the Central Highway : about 48 miles beyond Guanajay a road leads off right (5 miles) for **San Diego de los Baños,** whose sulphur springs are of high repute. Paso Real is the station for it if travelling by railway.

Hotels : Mirador, Av. G. Walter del Rio ; Saratoga, Av. Cortina.

Pinar del Río, the provincial capital, is a modern town of 93,231 people. It lies on a gentle slope which stretches 20 miles SW to the Caribbean and is famous for its cigars and Vuelta Abajo leaf tobacco. A road runs 17 miles north to Viñales and its valley, where the quite splendid scenery is compounded of hills, cliffs, and canyons. A tourist centre, *Rancho Mundito*, has been built at 2,000 ft. in the neighbouring Órganos Mountains. There is a club house, an hotel, cabañas, golf and tennis courts.

Bank : Royal Bank of Canada.
Hotel : Ricardo, Martí 60 & 62.

The railway goes on 53 miles from Pinar del Río to GUANE, where there are some copper and iron mines. West of Guane again is LA FE, lying on the lovely bay of Guadiana, and several lonely villages : good places for fishers and hunters and those who seek isolation.

Batabanó, on the south coast, 36 miles by road and rail from Havana, is the port of departure for the Isle of Pines. The actual port is Surgidero, a mile from the city. Sponges are fished off Surgidero and giant turtles caught. Total population : 15,000.

Hotels at Surgidero : Dos Hermanos, Independencia 6 & 9 ; Cervantes, Independencia 22.

The Isle of Pines, 76 miles off Batabanó, has an area of 1,180 square miles and a population of 10,165, working mostly on citrus fruits and winter vegetables for the U.S. market. There are mountains and splendid beaches, like black Bibijagua (iron in the sand makes it black) or golden Playa Columpo, both near Nueva Gerona, the main sea and airport up the Las Casas river. At **Nueva Gerona** there is boating, bathing, first class fishing of both game and food fish, and motor tours through groves of fruit trees and pineapple plantations. There is a model prison close by, and a Cave of the Winds where the stalactites and stalagmites give out the sound of bells when hit. A good place to stay at for a few days is San José del Lago, with mineral springs, a good hotel, and separate cabañas.

Sponges are gathered on the coast. There is much more or less unexploited marble, kaolin, tungsten and gold on the island. The Isle of Pines, with no evidence to support it, is often said to be the scene of Stevenson's *Treasure Island.*

Hotels on the Island : At Nueva Gerona : Isle of Pines, Martí 3 ; Virginia, Martí 6. At Playa Bibijagua : Bibijagua Beach. At Sante Fe : Sante Fe. At Santa Bárbara : Rancho Rockyford.

How reached : By plane from Havana, 39 minutes, $12.95 round ticket ; by ship, 10 hours. There is a special train and boat combination from Havana costing $12.05 for the round trip.

Other places within easy reach of Havana, such as Matanzas and Varadero Beach, will be described as we pass along the Central Highway from Havana east to Santiago de Cuba.

East by Central Highway to Santiago de Cuba, (600 miles), connected with Havana by road and railway, both of which send out spurs to ports on the north and south coasts. The Government is encouraging the development of " motels " along the Central Highway. There are long-distance bus services on the route.

At SAN JOSÉ DE LAS LAJAS (19.7 miles from Havana) road No. 10 leads off left to JIBACOA BEACH, 40 miles from Havana, with great stretches of fine sand. MADRUGA (41 miles from Havana) has a curative bathing establishment. At 66.3 miles is the first large town,

Matanzas, a sugar port with a good sheltered harbour. Population : 82,618. The town, the birthplace of a number of poets, writers, and artists, is well laid out with handsome plazas and boulevards, the most striking of which is the Paseo. There is a magnificient view of the Yumurí Valley from the Hermitage of Montserrate, on top of the hill. The Bellamar Caves, on a plateau 1½ miles away, are of a wonderful crystalline formation, with narrow passages and a " Gothic Temple " hall, 250 ft. by 80, which is illuminated by night.

Industry : Important rayon factory.

Hotels : Luz, Tello Lamar 86 ; Velasco, B. Byrne 64-66 ; Yara, B. Byrne 45.

Beyond Matanzas, at COLISEO (86.9 miles) a road runs right to Cuba's greatest spa : **San Miguel de los Baños,** whose sulphur springs are of high repute. Fine view from the shrine of the Cristo de Jacan at the summit of Jacan mountain (1,200 ft). Horses can be hired for this trip.

Hotels : Villaverde, República S/N ; San Miguel, República S/N ; Cuba, Lanuza y República.

Also from Coliseo a road runs, left, to the N coast sugar port of CÁRDENAS (Hotels : *La Dominia* ; *Louvre*), 41 miles from Matanzas. The finest quality crabs are caught off the coast. Ten miles farther along the road is **Varadero Beach,** the most beautiful in Cuba, with five miles of white sand. The water changes from a deep indigo blue to a lovely emerald green. The best—the richest, that is—Cuban families have homes here. There are 21 hotels ; the largest (*Hotel Varadero Internacional*) has a night club, a casino, and a private beach. Varadero is visited by a large number of American Tourists. It has an International Airport, with frequent services to Miami and Nassau, Florida, and other points.

Along the Central Highway, 187 miles from Havana, is **Santa Clara,** capital of Las Villas province, in a rich sugar and tobacco area midway between the two coasts and an important railway junction. The city is beautifully set, 367 ft., above sea level, encircled by weathered and rounded hills of coral rock. An attractive central park faces the hotels and public buildings. There are some fine Colonial buildings and one very old church : The Carmen. There is good hunting in the area, particularly for deer and wild fowl.

Hotels : Central, Parque Vidal 2 ; Santa Clara, Luis Estevez y Parque.
Bank : Royal Bank of Canada.

A road and a railway, 27 miles long, run from Santa Clara to the S coast sugar port of **Cienfuegos,** which can be reached by air from Havana in an hour. It is picturesquely laid out, with one of the best plazas in the island, and has a magnificient bay, 20 miles long, with views of the Trinidad mountains, rising to 3,000 feet. The Castillo de Jagua, near the narrow entrance to the harbour, 5 miles from town, was erected by Spain in 1745 as a protection against the Caribbean pirates. Here also are the Pasa Caballos Touring Club and the Rancho Club. The Fishing Club, the Cayo Carenas, and the Rancho Luna Beach are all close by.

In the city itself there are several splendid buildings : the Palacio Municipal, the Terry Theatre, and the Cathedral, all on Plaza Martí. The agricultural area in which it lies produces sugar, coffee, tobacco, and cattle.

Excursions : To the Hanabanilla Falls, in a tropical setting 15 miles to the SE in the beautiful Guamuhaya Mountains ; up the bamboo-shaded Damuji river to the town of Rodas.
Clubs : Yacht Club (swimming pool and tennis) ; Nautic Club ; Club de Cazadores.
Restaurants : Pan-American Club ; Covadonga.
Hotels : Gran ; Bahia, Prado y Campomans ; Pasacaballos Club, Pasacaballos ; San Carlos, San Carlos 141 ; Bristol, Martí 30.
Cable and Wireless : (West Indies) Ltd., Electra House, Martí 21 Esquina Santa Clara.

A railway runs 45 miles from Santa Clara to the very picturesque old city of **Trinidad,** founded in 1514, and now declared a National Monument by the Government. The railway, a daring engineering job, passes through the finest scenery in the island. It penetrates the Sierra, giving views of high mountain, deep canyons, dense woods, and the romantic Agabama river. Trinidad, with narrow and steep streets, is nearly 1,000 feet above the sea, 3 miles away, and the climate is delightful. For three centuries it was the wealthiest city on the island. Cortes organised his conquest of Mexico here and

built Serrano square. In Plazuela Jigue is an old house on the spot where the first mass was said ; the ruins of the first City Hall face this house, with the ancient convent of San Francisco, once the barracks of the Spanish soldiery and now a public school, in the background. Nearby is the house in which Humboldt lived for two years. Many old houses still stand, particularly the residences of the wealthy Cantero, Borrel and Iznaga families. There is a pleasant walk to El Vigía, on the top of a hill, from which there are grand views. The old church of De las Popa is on the way up. Population : 15,543.

Hotels : Canada, Jesús María 69 ; La Ronda, Capdevila 45 ; Las Cuevas (motel).

From Placetas, 21 miles E of Santa Clara on the Central Highway (and railway), a road and railway run to the picturesque fishing village of CAIBARIÉN, on the N coast, where there is a fine popular beach.

Hotel : Comercio, Justa 28.

On the Central Highway, 53 miles beyond Santa Clara, is the ancient city of **Sancti Spiritus,** with a population of 115,690. It, too, was founded in 1514 and remained isolated for 400 years. In the older parts of the city are narrow and tortuous streets, not unlike those of Toledo, with typical 16th and 17th century houses. Plaza Honorato is very like the Plaza Mayor of Madrid. The main church, in which Las Casas once preached, was built in the 16th century. The "Humility and Patience" inside this church was sculpted by an unknown who did the work and then mysteriously disappeared. The bridge over the Yayabo river, though built in the 19th century, seems to be the replica of some ancient Spanish bridge. Certainly the facade of the theatre is a faithful reproduction of La Scala, at Milan. Road to Trinidad.

Hotel : Perla de Cuba, Av. Guiteras 2.
Bank : Royal Bank of Canada.

The Central Highway goes on through the sugar town and railway junction of CIEGO DE AVILA (Royal Bank of Canada), to

Camagüey, 355 miles from Havana, capital of its province, and a busy international air junction. Population : 191,297. The older parts of the town are picturesque, with narrow streets, great mansions with large patios, and many Colonial churches : the Cathedral (1617), San Francisco, La Merced, El Carmen and La Caridad. The most quaint of them all, La Soledad, (1776), Calle República at Calle Estrada Palma, is well worth seeing. In Agramonte Park is an equestrian statue of General Ignacio Agramonte, a hero of the revolution. One of the sights of the town is the *Hotel Camaguey*, which looks like a feudal castle, with barred windows, massive doors, loopholes for defence, and spacious patios (with a fine collection of tropical plants in one of them.

Railways run to its two ports, Santa Cruz del Sur, centre of the S coast timber industry, and Nuevitas (45 miles ; population 11,303), on the N coast. Chrome is mined near Nuevitas.
Industries : Butter ; cheese.
Bank : Royal Bank of Canada.
Hotels : Gran, Maceo 67 ; Plaza, Van Horne 1 ; Colón, República 475 Residencial, Av. Mártines 60.
Fiestas : Holy Week processions, and Carnival in June.

The next large town is **Holguin** (Hotels : Patallo ; Tauler ; Royal). Population : 226,762, the second largest in Cuba, but it

is not interesting for a visitor. The highway turns S to BAYAMÓ (population : 16,161), in the centre of a large cattle rearing area. There is a road and a railway (25 miles) from Bayamó to the hot and low lying sugar port of MANZANILLO, on the Gulf of Guacanayabo (population : 36,295). Hotel : *Inglaterra.*

Bank at Holguin and Bayamó ; Royal Bank of Canada.

Some 79 miles beyond Bayamó, and 602 miles from Havana, is

Santiago de Cuba, capital of El Oriente Province, fourth largest city and the second most important commercial centre in Cuba. Population : 166,508.

History : Santiago, founded by Diego Velásquez in 1514, was Cuba's capital from 1523 to 1528. The first Governor was Cortés, who set out from Santiago in 1519 for the conquest of Mexico. Pirates attacked the city again and again. It was captured by the French in 1553 and paid a heavy ransom for its release. In 1662 some 900 English musketeers, coming by the Río Aguadores, captured the city. In 1741, 5,000 Englishmen landed at Guantánamo, to the east, but were forced to re-embark after losing half their men by yellow fever and starvation. It was at Yara, close by, that Carlos Manuel de Céspedes raised the flag of a rebellion which lasted ten years. Baire, also close by, was one of the rallying points for the rebellion of Feb. 24, 1895, which led, with the help of the United States, to independence. The Spanish fleet was blockaded in Santiago harbour by Admiral Sampson, of the U.S. navy. In an attempt to close the port absolutely, Hobson and seven volunteers sank the collier *Merrimac* at the harbour mouth on June 3, 1898. The Spanish Government ordered their admiral to attack, and most of the blockaded fleet perished. U.S. forces landed, and the Roughriders, under Colonel Theodore Roosevelt, took both Juan Hill and El Caney village on July 1. Sixteen days later the city surrendered.

There is an excellent panoramic view of Santiago on the way in by either train or motor car, but the most spectacular approach is from the sea : sun-blinded blue and green mountains tower behind the city, which lies partly on level ground at the head of the bay, and partly on the hill slopes. The sea approach is through a harbour entrance, 180 yards wide and 5 miles long, beneath the battlements of Morro Castle, set on the summit of a rocky point, 200 feet high, which commands the entrance to the bay. The seaward side is precipitous ; on the inner face, a long flight of worn steps, hewn out of the rock, rises from the water's edge to the Castle. The steps lead past the dungeons in which Cuban patriots were imprisoned. There is a fine view from the castle wall. It was built in 1600, blown up in 1662 by the pirate, Henry Morgan, and reconstructed two years later. Hobson and his American compatriots were imprisoned in the Castle after sinking the *Merrimac* in the channel. The Castle is 5 miles by road from the city. Opposite Morro on the left is La Socapa, and within the harbour behind the Morro is the Estrella Battery. Beyond, on the left, is Cayo Smith, a small island once held by the British. It is the home of fisherfolk and pilots, and its red-tiled houses and small ruined chapel are picturesque. (The *Merrimac* was sunk in a cove nearby). Farther up the harbour is Cayo Ratones and a small island, formerly the magazine for the ships of the Spanish navy. On the right shore, amidst a grove of coconut trees, is the coaling station of Cinco Reales. Opposite are the summer houses of Santiago merchants.

The city itself, ringed by the mountains of the Sierra Maestra, is a mixture of the new and the old, of busy avenues and narrow, twisting old streets and romantic-looking houses. There are magnificent beaches nearby. The City's fiesta is in August.

Santiago Cathedral, the largest church in Cuba, is in the Hispano-

American style, with two towers and a dome. The nave is very wide and the side chapels are rich in marbles and fine mahogany. The main shopping streets are San Tomas, Enramadas, and Marina, from the head of which there is a fine view of the harbour. The Alamada is a popular avenue and drive in the lower part of the city, along the bay. The handsome railway station is on this avenue, to the north. The Cemetery, on the north-western edge of the city, flanking the Calzada Crombet, is worth a visit.

Motor Trips from Santiago : To Morro Castle, see above. To San Juan Hill, 2 miles, the site of an old Spanish fort at which there was severe fighting on July 1, 1898, with American troops under General William Shafter. The original trenches are now laid out as gardens. From the small brick tower there is a good view of the ground over which the American troops approached Santiago. The Peace Tree, a towering ceiba which commemorates the armistice of July 16, 1898, is half a mile from Roosevelt Park.

To Puerto Boniato, 12 miles, on the summit of the hills behind Santiago, with a good view from the back veranda of a small wine shop of the town, harbour, and surrounding country.

How Reached : Plane, train, 'bus from Havana. Santiago express leaves Terminal Station, Havana nightly, 10.34 p.m. Reaches Santiago, 6.10 p.m. next day. Week-end ticket, from Thursday to Wednesday. No dining car, but hot meals served from buffet. 'Buses leave 3 times daily. Daily air service from Havana. Time, 4 hours.

Hotels : Casa Grande, Heredia 201 ; Imperial, J.A. Saco 251 ; Venus, Hartman 658 ; a " Motel ", called Rancho Club.

Bank : Royal Bank of Canada.

Cables : All America Cables and Radio, Inc., Aguilera 113.
Cable and Wireless (West Indies) Ltd., Aguilera Baja 113/115.

Clubs : Country Club ; Yacht Club. Both offer transient membership to tourists.

Guides : Can be hired for hunting, fishing (both excellent), and sightseeing. There are many organised excursions to places of interest.

A railway, and a road of sorts, run 41 miles E from Santiago de Cuba to GUANTÁNAMO, a considerable sugar centre 21 miles inland from its port, Caimanora, in Guantánamo Bay. There is also a plane service between the two towns.

Hotel : Washington.

ECONOMY.

Though Cuba has possibly the richest soil in the world, her import trade is notable for the high proportion (more than 25 per cent.) of foodstuffs imported. These foodstuffs include rice, lard and other fats, wheat and wheat flour, fruit, canned goods, jerked beef, beans, chick peas, onions, garlic and other vegetables.

Sugar dominates the economy. Cuba produces 12 per cent. of the world's sugar. Sugar and its by-products now account for nearly 80 per cent. by value of the total exports. Some 3.3 million acres, or over half the cultivated area is under cane. Restriction of crops followed the record production of 7 million long tons in 1952. Production quota for 1956 was 4.6 million long tons ; for 1957 it was 5,150,000 long tons. The industry is controlled by 161 " centrals ", 118 of which are Cuban, and 39 U.S.A. A central is a large mill owning the wide acreage of cane land which gives it work. By-products are black-strap and high test molasses, anhydrous alcohol, brandy and rum.

Output, 1956 : Sugar—4,600,000 short tons ; black-strap molasses—213 million gallons ; high-test molasses—115.5 million gallons ; anhydrous alcohol—

126 million litres ; alcohol—44.9 million litres.
Export of sugar and by-products, 1955—$474.4 million.

Sugar prosperity or depression have profound effects. During a sugar boom the crop expands, deprives other agricultural sectors of labour and so makes the country more dependent on imported foodstuffs and fibres, for which there is a greater internal demand because of the rise in national income.

Tobacco is the second largest export crop, (7.0 per cent. of the total), though only about 45 per cent. of leaf tobacco is exported, plus 10 per cent. of the cigars, 9 per cent. of pipe tobacco, and 0.2 per cent. of the cigarettes. Because the sowing, care, harvest and preparation for the market require a large number of workers and entail a complex series of highly skilled operations, crop profits are low for the grower, nearly always a sharecropper working a very small plot of land. The crop is planted in early November and harvested in early January.

Production, 1953—77.1 million lb. ; 1954—89.8 million lb. Export, year ending August 31, 1956—$43.6 millions.

Exports of other agricultural products are less than 1 per cent. of the total, but winter vegetables (mostly tomatoes and cucumbers) go to the U.S. between December and April. The U.S. takes fresh and processed pineapples from the Provinces of Pinar del Río and Havana, and grape fruit and avocados from the Isle of Pines. Cuba has been a net importer of **coffee** since 1891, but recent increased plantings have led to a small export. Cacao, like coffee, is grown on small inaccessible farms in Oriente Province and export is small. The henequen plantations around Matanzas and Cienfuegos and in the SW of Oriente Province have been hard hit by lower prices and exports to the U.S. have fallen.

After sugar, **meat** production is the most important agricultural activity. Beef and veal are the main items, and Cuba is almost self-sufficient in fresh pork (though not in lard and hams) and mutton. The 4,042,125 head of cattle fend for themselves in the savannahs of central and eastern Cuba, putting on weight during the wet season but generally lean of flesh—a local preference. Of the 890,000 cattle hides, some 675,000 go to the local footwear and saddlery industries ; the rest are exported, but Cuba imports as many hides as she exports. Because of the hot climate only a fraction of the milk production is sold raw : the rest is processed into condensed or evaporated milk, cheese, or butter.

The increased growing of **rice** is the most outstanding recent development. Cuba is one of the largest rice consumers in the world. Formerly, 93 per cent. of its requirements were imported. Now it is 57 per cent. and production is still rising.

Mining is an important industry, employing about 16,000 workers. Nickel brings in most foreign exchange, followed by copper, manganese, iron and chrome. Mineral exports rose in value from $29.9 million in 1954 to $35.6 million in 1955.

There is a U.S. **nickel** processing plant at Nicaro, in Oriente province. In 1953 a 40-million ton nickel-cobalt ore deposit was discovered at Moa Bay, in the same province. Cuba's total production is now about 60 million lb. per year ; this makes her one of the world's principal sources of this strategic material.

Production of metallurgical **manganese** ore is at the rate of 314,000 m. tons a year.

Copper is mostly from the old Matahambre mine, but other small mines are producing. Total production is about 21,000 tons a year, copper content. Some of it is milled locally, but most of it is exported as concentrates to the U.S.A.

About 90 per cent. of the 3½ billion ton **iron** ore deposits are held in reserve by U.S.A. steel companies. Ores average 1.75 per cent. chromium. Production of ore is about 45,000 m. tons a year.

Chrome : There is a large production of refractory chromite and a certain amount of metallurgical chromite.

Petroleum production at the Havana, Jarahueca, and Jatibonico fields is on the increase, but is still only 540,000 barrels a year, or 2 per cent. of Cuba's consumption. It is refined locally. Naptha is obtained at Motembo, and asphalt from small mines in Pinar del Río and Santa Clara.

Mineral Exports :

	1954		1955	
	m. tons	dollars	m. tons	dollars
Nickel	19,318	12,785,985	15,580	14,380,000
Copper	88,782	8,336,984	65,280	12,510,000
Manganese ..	234,710	6,964,000	258,440	5,830,000
Iron	76,392	1,072,658	126,390	1,500,000
Chrome	8,945	123,261	34,740	490,000

Industrial Development : There are about 900,000 industrial workers. Cuba has a surfeit of manpower, but labour is organised and has one of the highest and most rigid wage structures in Latin America : it is easier to get a divorce in Cuba than to get rid of a worker. Relations between labour and capital are acrimonious.

The sugar industry employs 500,000 workers, and accounts for a large proportion of invested industrial capital. The harvest lasts only 90 days ; seasonal unemployment is one of Cuba's most intractable problems. The second industry is the manufacture of cigars and cigarettes, largely concentrated in Havana, and employing 130,000 workers. Attempts to mechanise the industry have caused trouble.

There are two first class textile factories : the rayon plant at Matanzas and the cotton piece goods factory near Havana. There is another dozen smaller textile plants. Costs of production and tariff protection are high. Prints and materials of fine quality are still imported.

Other manufactures and industries are flour milling, cattle products, fruit, food and drink, fisheries, mining, footwear, building materials, metal working, kraft paper and cardboard, tyres and inner tubes, soap and allied products, fertilizers, pharmaceuticals, paints and varnishes, matches, aluminium, galvanised hollow-ware, and cement. Local petroleum refineries supply 20 per cent. of Cuba's needs, but a large new refinery is being built near Havana.

Industrial **power** is raised almost entirely by oil, which comes from the Netherlands West Indies. Electricity is generated by oil. Installed capacity is now 635,000 kW. Over 90 per cent. of electric energy (excluding production by the sugar companies) is supplied by the Cía Cubana de Electricidad.

In 1955 the U.S.A. supplied 73.2 per cent. of the imports, and took 67.2 per cent. of the exports.

	Imports.	Exports.
	U.S. Currency.	
1954	$470,000,000	$539,000,000
1955	$575,500,000	$594,200,000
1956	$649,000,000	$666,100,000

INFORMATION FOR VISITORS.

How to get to Cuba :

By sea : The Pacific Steam Navigation Company's m.v. Reina del Pacifico and s.s. Reina del Mar make four or five round trips annually between Liverpool and Havana ; its cargo vessels, carrying a limited number of passengers, also run between Liverpool and Cuba, but sailings are irregular. The Hamburg American Line sails frequently from Antwerp, Bremen and Hamburg ; the Cía. Sud Americana de Vapores (Chilean Line), sails from Antwerp, Hamburg, Bremen, Rotterdam and Amsterdam ; the Spanish Line has two sailings monthly, one from the north and the other from south Spain ; The Cía Colonial de Navigacão sail from Lisbon, and the Sidarma Line from Genoa.

The West India Fruit and Steamship Company maintains a three times a week service between Havana and Key West and vice versa, leaving Havana Monday, Wednesday and Friday and leaving Key West Tuesday, Thursday and Saturday. The voyage lasts 7 hours. The Peninsular & Occidental Steamship Co., has three sailings a week between Miami and Havana. The West India Fruit Company has a daily ferry service between Palm Beach and Havana, with accommodation for passengers. Cuba is reached from New York by the vessels of the United Fruit Company, the Ward Line (Cuba Mail Line), the Ingress Nassau Line, the Spanish Line, the Chilean Line, and the Cunard Line. The United Fruit Company and the Siderma Line sail from New Orleans.

Air Services : All the great air systems—Pan American Airways, Braniff Airways Inc., KLM, National Airlines, Inc., and British Overseas Airways Corporation, use Cuba as a focal point. There is no direct flight from either London or Paris ; passengers have to go *via* New York.

Enquiries will reveal a service to almost any destination.

Documents : U.S tourists can enter Cuba with no more than a tourist card supplied by the transport company, but proof of nationality is necessary.

British subjects must have a valid passport, but no visa is necessary so long as the passport has " British Subject " at the top of the cover, and " United Kingdom of Great Britain and Ireland " at the bottom. Holders of such passports can travel without visa to Cuba from any place, and stay in transit up to 30 days or as tourists or temporary visitors up to six months, both periods renewable. This, it must be noted, applies only to British Subjects living in the United Kingdom and Northern Ireland. And British travellers must comply with Cuban regulations about the entry, residence (temporary or permanent) and employment and occupation of foreigners. Those who mean to stay over 60 days should make enquiries when they enter about taking out an Identification Card, for which a small charge is made.

Temporary visitors from Britain give up their tickets, if they

arrive by air, at the Havana airport. The Department of Immigration hands back the ticket just before the traveller leaves. But he must collect it, and before mid-day.

Portable radios, cameras, typewriters, fishing and hunting equipment (but not rifles) and 400 cigarettes can be brought in duty free as part of personal luggage. After a 48-hours stay the visitor can take out duty free 5 bottles of liquor and 100 cigars.

Health : Stringent sanitary reforms have made Cuba one of the healthiest countries in the world. No extraordinary precautions or safeguards are necessary, but some residents consider it desirable to be inoculated against typhoid fever. Malaria is common outside the towns. Vigilance is necessary in the choice of foodstuffs, especially green vegetables to be eaten in an uncooked state. Drinking water should be selected with care. Some foreigners drink only bottled water, which can be bought at $0.40 per 5 gallon container. There are also domestic and imported mineral waters. In general, new arrivals should take to the living habits and customs of other foreigners who have lived for some time in Cuba.

Climate : NE Trade Winds temper the heat. Summer temperatures range from 75° to 92°C, with an average of 70° during the winter season. The nights are generally cool. There are heavy thunder storms during the summer rainy season (May to October) and periodic deluges with intervals of brilliant sun. There is an average of 50 in. of rain on the coast, 60 in. in the interior. The best time for a visit is during the cooler dry season (November to April), but it is not entirely rainless.

What to wear : Havana is a cosmopolitan city. Slacks and shorts are *not* worn away from the beach and country clubs. Cool, dark cottons are best during the day, black cocktail dresses after five. You can go as gala as you wish after dark. White jackets are correct formal wear for men. Lightweight casual sports clothes are good for men in the daytime, but leave the loud shirts at home. Most Cuban men wearing " Guayaberas " go without ties in the daytime, but wear them at night. White and natural linen suits are acceptable all the time. Bring a raincoat to Cuba between May and November. Comfort without too much informality is the keynote in Havana. Women should not wear slacks on the golf course. Conservative shorts are all right for tennis. Modified for coolness, traditional riding clothes are required. Wear what you wish for hunting and fishing.—from " New Horizons " (Pan American Airways).

Hotels : There is little tourist trade outside Havana and the beach resort of Varadero, 100 miles to the E. There are good hotels at these places only, although there are comfortable " motels " along the Central Highway. Hotels charge very high prices for standards of comfort and service which are below those of the United States.

Currency : The monetary unit is the peso, of virtually the same value as the dollar, which still circulates, though it is no longer legal currency.

Weights and Measures : The metric system is compulsory, but exists side by side with the U.S. system.

Press : The principal Dailies are :—" Havana Post " (in English), " Diario de la Marina," " El Mundo," " El Crisol," " Avance," and " El Pais." The " Gaceta Oficial " is the official gazette.

Weeklies :—" Bohemia," " Carteles."
Monthly :—" Social," " Grafos," " Neptuno," " Cuba Importadora e Industrial," " Cuba Automovilista," and many others.

Holidays :

January 1 : New Year's Day.
March 29 : Maundy Thursday.
May 1 : Labour Day.
October 10 : Proclamation of Yara.
December 24 : Christmas Eve.
February 24 : Proclamation of Baire.
March 30 : Good Friday.
May 20 : Independence Day.
December 7 : Day of National Mourning.
December 25 : Christmas Day.

Information : The Cuban Tourist Commission has an office, at Cárcel No. 109, near Prado Blvd., Havana, where, without charge, the visitor is given information and itineraries for excursions through the interior. The Cuban Tourist Commission has Information Offices in New York at 122 E. 42nd Street, and in Miami at 336 E. Flagler Street.

Automobiles : Automobiles, motor-cycles, scooters and trailers are permitted to enter Cuba free of Customs duties and allowed to circulate with their own licence plates for a period of 180 days.

For the clearance of any of these vehicles, owners must present the title of ownership, registration of vehicle for the current year, operator's license, and the Tourist Card issued by the Immigration Authorities when the passenger arrives.

Tourists require a temporary permit to drive a car in Cuba. It can be got through the Cuban Tourist Commission (Cárcel 109, Havana), on presenting an Operator's License, Tourist Card and two small photographs. There is no charge for this special permit.

Air mail rates : From Cuba to the U.S.A. and possessions and Canada : $0.12 for first ½ ounce or fraction, and $0.12 for each additional half ounce or fraction thereof.

To England and Other European Countries : $0.25 for first ½ ounce or fraction thereof, and $0.25 for each additional half ounce or fraction.

Air mail rates from Britain to Cuba, see page 28.

Ordinary mail : To and from any town in Cuba and all America and Spain :—first class mail : $0.02 for each ounce or fraction thereof ; post cards : $0.01 each.

From Cuba to other foreign countries :—first class mail: $0.05 for first ounce and $0.03 for each additional ounce or fraction thereof ; post cards $0.02 each.

Telephone, cables : Local and long-distance telephone service : Cable and Wireless (West Indies), All America Cables, Commercial Cables, Western Union, and for radiograms, RCA, Inalambria and the Telephone Company.

Diplomatic Representation :

Cuba has an Embassy at 27-28, Hyde Park Gate, London, S.W.7 ; a Consul-General at 146, Princes Road, Liverpool, 8, and Consular offices at 329, High Holborn, London, W.C.1, Belfast, Birmingham, Glasgow, Newcastle and Nottingham.

The British Embassy is on the 9th floor, Edificio Bolívar, Capdevila 101, Havana. There is a Vice-Consul at Santiago de Cuba and a Consular agent at Camagüey. The Ambassador is Mr. A. S. Fordham, C.M.G.

The United States has an Embassy and Consulate General in Havana, and Consulates at Matanzas, Cienfuegos, Santiago de Cuba, Antilla and Nuevitas.

AIR SERVICES, (EXTERNAL).

NOTE: Royal Mail Lines, Ltd., have an agreement with B.O.A.C., K.L.M., Panair do Brazil, Swissair, and the Scandinavian Airlines System whereby return tickets may be issued to or from South America one way by Royal Mail ship and the other by air, with a rebate of 10 per cent, from the combined cost of the two single fares during certain periods of the year. There are similar arrangements for combined sea-air tickets to Portugal, Spain, the Canary Islands and Maderia. The Blue Star Line, Ltd., has similar arrangements for its South American service with K.L.M.

Braniff International Airways.

Lima Headquarters: Nicolas de Pierola (Colmena Derecho) 305.

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Pan-American Airways, Inc. and Associated Lines, 135 East Forty-second Street, New York 17.

From Miami services radiate out to Cuba and the West Indian Islands; to Mexico; to the Central American Republics and the Canal Zone.

From the Canal Zone there is a service through Colombia and Ecuador to Arequipa, Peru. From Arequipa there is a choice of two routes to Buenos Aires. One is the coastal route to Santiago and then eastwards to Buenos Aires. The other—the diagonal route—goes *via* La Paz, Salta, Tucuman, and Cordoba, to Buenos Aires.

A branch runs from Lima (Peru) to Rio de Janeiro through Bolivia.

The east-coast route is from New York to Caracas and Rio de Janeiro and then to Montevideo and Buenos Aires, though there are other alternatives.

A branch line runs up the Amazon valley from Belem to Manaus.

A through route from New York to Buenos Aires without change of 'planes has now been arranged by both the Pan-American Airways group and Braniff Airways.

The routes of **Pan American-Grace Airways** (Panagra) run between Balboa, Canal Zone and Buenos Aires, Argentina along the West Coast of South America. Between Balboa and Miami, Panagra aircraft are operated over the routes of Pan American World Airways, Inc., providing one plane service to and from the United States. The main line route serves Balboa, Guayaquil, Ecuador; Lima, Peru; Antofagasta and Santiago, Chile, and Buenos Aires. Connecting Panagra routes provide service to Cali, Colombia; Quito, Cuenca, Esmeraldas, and Manta, Ecuador; Talara, Chiclavo, Arequipa, Peru; Arica, Chile; La Paz, Cochabamba, Santa Cruz and other points in Bolivia. In addition, a local service operates within Ecuador.

British Overseas Airways Corporation. Head Office: Airways House, Great West Road, Brentford, Middlesex. Telephone: Ealing 7777. Passenger Terminal and Booking Office: Airways Terminal, Buckingham Palace Road, Victoria, London, S.W.1. Telephone: Victoria 2323.

London-Gander-Bermuda-Nassau-Montego Bay with connections on to Kingston, West Palm Beach, Miami, Havana.

New York to Kingston, Montego Bay, Bermuda, Nassau.

Air France, 2 Rue Marbeuf, Paris.

Route: Paris, Rio de Janeiro, São Paulo., Buenos Aires, Montevideo, Santiago.

Spanish Iberia Airways Company.

Routes: Madrid, Villa Cisneros, Natal, Montevideo-Buenos Aires, also between Madrid and Caracas (Venezuela).

Aerlinee Italiane Internationali (ALITALIA). London Office: 199 Regent Street, W.1.

Routes: Rome, Milan, Lisbon to Buenos Aires *via* Recife, Rio de Janeiro and São Paulo, Rome, Caracas.

Canadian Pacific Air Lines, Ltd., Vancouver.

South American Route: Vancouver, Mexico City, Lima.

Scandinavian Airlines System (SAS).

London Office: 5, Conduit Street, W.1.

Routes flown: Stockholm, Copenhagen, Frankfurt, Zurich (or Geneva), Lisbon, Dakar, Recife, Rio de Janeiro, Montevideo, Buenos Aires, and Santiago de Chile. Passengers from London connect at Frankfurt, Zurich or Geneva.

K.L.M. Royal Dutch Airlines. London Office: 202/204, Sloane Street, S.W.1.

West Indies Section: Head Office: Bitterstraat 1-2, Willemstad, Curacao, N.W.I.

Lufthansa German Airlines. London Office: 117 Regent Street, W.1.

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PETROLEUM IN LATIN-AMERICA.

It is calculated that Latin America supplies 16.2 per cent. of world production ; 77 per cent. of it comes from Venezuela. Latin American production during 1955, in barrels, was :—

Country	Production.	Country.	Production.
Venezuela	787,375,000	Ecuador	3,530,595
Mexico	89,402,179	Chile	2,580,984
Colombia	39,711,000	Bolivia	2,700,000
Argentine	30,538,922	Brazil	2,021,900
Trinidad	24,896,000	Cuba	638,250
Peru	17,245,534		

There is petroleum in each of the South American republics save Paraguay and Uruguay and the three Guiana colonies. None has yet been found in any of the Central American countries. There is only one outstanding source : Venezuela, which is the second largest producer in the world. Of the other South American republics only three are net exporters of oil : Colombia, Peru, and Bolivia, but by narrowing margins. So large, however, is the Venezuelan surplus that petroleum accounts for some 24 per cent of all South American exports.

At the present rate of production, Venezuelan oil—if there are no fresh discoveries—will last till 1970. There are already signs that some of the South American fields, particularly those of Peru and Ecuador, are moving towards a not so distant exhaustion. Considerable exploration is taking place : in the selva beyond the Andes in Peru, in the Amazonian basin in Brazil, in Bolivia and in Argentina, but the results have so far been disappointing. There is little hope that Brazil, Argentina or Chile will ever produce as much oil as they consume.

Oil consumption is going up in all the republics. In some of them the rate of increase is 10 per cent per year. Oil imports are in many cases an ever growing drain upon available foreign currency. In order to ease this pressure, many of the larger consumers have taken to refining both the oil they produce and as large a proportion as possible of the crude they import. Even Venezuela now passes a quarter of its production through her own refineries.

Latin America is poor in coal ; her hydraulic power is only sketchily developed, and she is heavily dependent upon imported oil and coal for generating electricity. The republics are developing their industries rapidly and in most of them power is in short supply. Some of them are also economically embarrassed by their heavy imports of fuel. The difficulty can be solved only by a vast and costly increase of hydro-electric generation or, where power is at a great distance from the industrial centres, the development of atomic energy.

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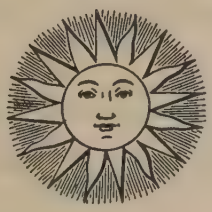
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INSURANCE IN LATIN-AMERICA.

AS LATE as the beginning of the present century, in practically all of the Latin-American countries, foreign insurance companies received substantially the same treatment as did other commercial organizations. Codes of Commerce contained the principal conditions with which they had to comply, generally involving no more than registration and publication of annual balances. In addition, they were subject to ordinary taxes. The concept of the commercial character of insurance companies is still retained generally, as are many formal requirements set forth in the Commercial Codes. At present, however, almost all of the legal systems contain special insurance provisions.

The laws of Chile, Costa Rica, and Uruguay preclude the admission of foreign companies not already licensed to do business. Under certain circumstances, foreign insurance companies can participate through reinsurance, but the bar is absolute as to initial authorization to write direct insurance.

The Chilean law expressly declares that insurance can be written only by national companies, while permitting the established agencies of foreign underwriters to continue operations. There is a Government reinsurance monopoly, La Caja de Reaseguradora, with which all insurance companies are required to reinsure a portion of all business done in the country. A State Insurance Institute (Instituto

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de Seguros del Estado) has been set up to provide cover for all insurable risks for the various Provident Institutions, for other official and semi-official bodies, and for all concerns in which the State is represented or has contributed capital. These concerns (and individuals connected with them) are forbidden to insure against specified risks with any other institution or insurance company.

Insurance is a Government monopoly in Costa Rica, but in respect of some lines the monopoly has not yet been made exclusive. Uruguay likewise prohibits the admission of foreign companies pursuant to a monopolistic policy instituted in 1911. In Peru, foreign insurers can only operate through Peruvian subsidiaries in which they can only hold a minority interest, and a majority of the directors must be Peruvians (Law No. 9953 of March 30, 1944).

Brazil, Colombia, the Dominican Republic, Mexico, and Puerto Rico have what may be termed unified insurance codes. Here the principal rules governing the qualification and operation of insurance companies have been consolidated into single texts which, together with their corresponding administrative regulations, furnish an almost complete specification of the requirements with which the foreign insurance company must comply.

In these countries insurance companies are under relatively close governmental supervision and formal, as well as substantive requirements are highly developed. Each law provides for the creation and maintenance of a special insurance department or section.

Operations of insurance companies in Brazil are supervised by the National Department of Insurance (Departamento Nacional de Seguros Privados e Capitalização). Reinsurance is controlled by the Government through the Reinsurance Institute of Brazil (Instituto de Resseguros do Brasil), with which insurance companies, both national and foreign, are required to reinsure a portion of their premium income.

Life insurance is sold only by Brazilian companies, one of which, it has been estimated, does about 70 per cent. of the business. The principal nonlife branches are fire, transport, and workmen's compensation insurance. The last-named is written only by the Brazilian social security institutes.

Mexico, as late as 1935, enacted a new insurance code, the provisions of which were so drastic that many foreign insurance companies withdrew from that country. The code was considerably modified in 1940.

In Argentina the supervision of insurance companies, with the purpose of seeing to their solvency and to the protection of their policyholders, has been exercised essentially by the Superintendency of Insurance (Superintendencia de Seguros de la Nación) of the Ministry of Haciendo. As part of this control, laws have been in effect for many years which require insurance companies wishing to do business in the country to obtain the approval of the Superintendency, after filing pertinent financial data, making qualifying guaranty deposits, and the like. In addition, policy forms and premium rates are subject to the approval of the Superintendency, detailed periodical returns must be made, designated book-



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keeping procedures must be followed, and technical reserves must be set up. Furthermore, the kinds of investments in which capital and reserves may be invested are regulated by law and are subject to the supervision of the Superintendency.

A new insurance law, designed to restrict the activities of foreign insurance companies, was enacted in 1947. Its basic objective appears to be to keep as much insurance business as possible within Argentina. Among the more important of its provisions were: (1) the establishment of a Government reinsurance monopoly (Instituto Nacional Argentino de Reaseguros) with which foreign insurance companies must reinsure 30 per cent. of all their Argentine business, while Argentine companies enjoy more favourable treatment in the placement of their reinsurance; (2) the reservation to Argentine companies exclusively of the insurance of businesses operating under Government license, concesssion, or franchise; (3) the prohibition against the insurance abroad of persons and property within Argentina; and (4) the requirement that goods imported into Argentina at the risk of the importer and goods exported at the risk of the exporter be insured in Argentine companies, with certain exceptions. In 1951 basic rates were announced for the marine insurance of imports, the declared purpose being to avoid competition in rates as "contrary to the principles of sound insurance."

Workmen's compensation insurance is not compulsory, except in certain building contracts with the Government. The Workmen's Compensation Act, law No. 9688 of 1915, as amended, requires employers in certain specified industries to indemnify employees in cases of accident and certain illnesses contracted during work. The employer may transfer his liability to an insurance company, if desired.

Third-party automobile liability insurance is not compulsory, except in the case of certain Provinces which have decreed compulsory insurance for passenger and cargo transport by motor vehicles (taxicabs, buses, trucks, and the like).

In the remaining countries special insurance regimes have grown up as the exigencies of the times dictated. Under most of them, foreign companies are required to obtain executive authorization as a prerequisite to the establishment of an agency or branch, to appoint and maintain a local representative, to constitute guaranty deposits, to pay special taxes, and in some countries to maintain specified reserves and invest their funds in local securities. Governmental supervision of a special character is found in most.

In Cuba, although the provisions have not been codified, they are especially numerous and comprehensive. Peru regulated her insurance business by Law No. 9796 in 1943, and Law No. 9952 in 1944, and Venezuela did likewise in 1938-39. Regulations governing insurance in Ecuador are contained in decree No. 130 of 1938. A number of countries have been studying various foreign insurance systems for the purpose of drafting an insurance code suited to their particular needs.

With a few exceptions, the laws require foreign insurance com-

panies to obtain executive authorization before commencing business. This means that application must be made to the executive authority, through the proper administrative department or office. Upon favourable action by the latter and the company's compliance with substantive requirements, authorization is issued by publication in the official journal. In countries where the only requirement is inscription in the registry of commerce, articles of incorporation, by-laws, and balance sheets must be recorded.

The requirement of initial deposits is a common one. These vary in amount, depending upon the country and class of insurance. In Brazil, for instance, companies are divided into but two classes, while Argentina has eight branches.

Most of the insurance codes specify requirements as to minimum capital. It is only when the law requires the establishment of a separate capital for local operations that the requirements are likely to prove burdensome to foreign companies.

In a number of countries the law provides that life companies shall maintain "mathematical" or "actuarial" reserves. Some countries treat life insurance in the same manner as fire, marine and casualty companies being required to set aside a specified percentage of premium as reserves.

The matter of investment restrictions is becoming increasingly important to foreign companies. Initial deposits must be either made in cash or invested locally. Insurance codes specify the types of investments permitted. In general, these include bonds of the national debt, provincial and municipal bonds, first mortgage on real estate, real estate up to a certain percentage, loans on policies, and bonds and stocks of commercial and industrial entities.

Typical of Latin-American regulation and restriction is Colombian decree No. 1,403, of July 8th, 1940, which requires that capitalization for life assurance companies should be 150,000 pesos. Marine and fire companies must capitalize separately for both risks—that is, 200,000 pesos for fire and 200,000 pesos for marine (transport). Requirements for other branches of insurance are : automobile, air-plane, and third party liability, 100,000 pesos ; accident and health, 100,000 pesos ; any other line of insurance (fidelity, surety casualty, and workmen's compensation), 50,000 pesos.

The capital, reserves, or funds in general of Insurance companies must be invested in certain prescribed ways.

Much the same pattern applies to Venezuela, where insurance companies are supervised by the Fiscalia de las Empresas de Seguros, part of the Ministerio de Fomento. No company can carry on business without the permission of the Ministry. Both Venezuelan and foreign companies are subject to qualifying deposit requirements (Bs 600,000 for life insurance, Bs 200,000 for non-life insurance for foreign companies, paid in cash, Venezuelan Government bonds, or approved securities into a designated bank). Premium reserves must be invested in prescribed ways. Premium rates are set and policy forms devised by the companies but must be approved by the Ministry. Companies must keep their accounts in Spanish according to a set system.

MARINE INSURANCE. "THE CLUBS."

There are quite a number of risks—in particular, war losses and Shipowners' third party liabilities—which are not included in the ordinary Policies of Marine Insurance. These risks are undertaken by Shipowners' Mutual Assurance Associations, commonly known as "The Clubs."

So far as British ships are concerned, the risk of war, excluded from Marine Policies by the F.C. & S. Clause, is almost entirely covered with the War Risks Clubs, H.M. Government granting a large percentage reinsurance of the Clubs' liability for King's Enemy risks and, in important respects, *e.g.* the fixing of values and premiums controlling them. The peace-time activities of the War Risks Clubs are naturally on a small scale, but in war-time they become of paramount importance. That part of the risk not reinsured by the Government is retained by the Clubs on a mutual basis, so that calls may be made upon members if original premiums fall short of claims to be met. An agreement for the pooling of premiums and losses is in force between all of the English Clubs, so that British Shipowners as a whole are partners in the scheme.

The third party liabilities are undertaken by the Protecting & Indemnity Clubs. It is a specialised business and there are only fourteen such organisations throughout the world, the majority of them being established in England. Perhaps the principal risk undertaken by the Protecting & Indemnity Clubs is Shipowners'

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liability for loss of life and personal injury, including claims under the Workmen's Compensation Act, which are handled through the medium of the Shipping Federation. Loss of life and personal injury claims are also met with on a considerable scale abroad and the Clubs have expert correspondents in all of the principal ports to deal with such claims on their behalf. Protecting Clubs also cover their members against liability for medical, hospital and repatriation expenses, damage to piers, jetties and other fixed objects, also the cost of removal of wrecks. In addition they protect their members against the one-fourth liability for damage done to another ship or vessel in collision where the Marine Policies limit this cover to three-fourths of such liability under the usual Running Down Clause. Protecting Clubs also undertake the full liability for damage done to other ships or vessels when there is no collision, *e.g.* damage by wash or negligent navigation not resulting in contact between the two ships.

The Indemnity sections of the Protecting & Indemnity Associations are concerned chiefly in Shipowners' liability for damage to and loss of cargo, cargo's contribution to General Average not otherwise recoverable, fines for breach of Immigration Regulations, etc. Such liabilities may amount to very imposing sums of money.

The Protecting & Indemnity Clubs were started about 1860. The War Risks Clubs were started shortly before the outbreak of the Great War in 1914.

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BRITISH TRANSPORT DOCKS

SOUTHAMPTON DOCKS, ENGLAND

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Southampton is Britain's Premier Ocean Passenger Port, dealing with over fifty per cent. of all ocean-going passengers to and from Britain. The Ocean Terminal, completed in 1950, has set a new standard in passenger reception and is generally acknowledged to be one of the best of its type in the world. A new double-storey cargo and passenger terminal at the New Docks was brought into operation in January 1956.

Southampton's regular connection with South America dates from 1850, when Royal Mail Line's ESK, of 232 tons gross, inaugurated the mail and passenger service to Buenos Aires. Today the passenger, mail and cargo service to and from South America is maintained by Royal Mail Line's ANDES (25,676 tons) and ALCANTARA (22,608 tons) on a regular schedule, calling at Cherbourg, Vigo, Lisbon, Madeira, Las Palmas, Recife, Salvador, Rio de Janeiro, Santos and Montevideo.

As a cargo centre Southampton maintains a prominent position among Britain's ports, notably for the import of perishable produce, dealing with the whole of the South African deciduous fruit imports and 75 per cent. of the citrus fruit from that country. Meat, fruit, canned goods and timber are among the principal imports received from South America. Exports include motor cars and practically every variety of manufactured British goods, shipped to all parts of the world.

Throughout the Docks there are commodious transit sheds of modern design for the reception of passengers and cargo. A comprehensive cranage system includes electric cranes from one to fifty tons lifting capacity and a floating crane of 150-tons. For quayside and shed work electric run-about and fork-lifting trucks and mobile cranes are employed. Warehousing accommodation is available for all types of merchandise. The new Cold Store will provide facilities for dealing with refrigerated cargoes.

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At the New Docks there is a large area of land, which, served by good sea, road and rail connections offers splendid location for factories and industrial development.

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Southampton Docks is administered by the Docks Division of British Transport Commission.

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Agents : Chadwick, Weir & Cia. (Argentina) Lda., Buenos Aires. Chadwick, Weir & Cia., Lda., Montevideo. S.A. Comercial E. Johnston, Santos. Wilson Sons & Co., Ltd., Rio de Janeiro, Duncan Fox & Co., Ltd., Lima. Kenrick & Cia., Ltda., Valpariaso.

(*See p.* 100)

Blue Star Line.

Head Office : 34/5, Leadenhall Street, London, E.C.3.
Chief Passenger Office : 3 Lower Regent Street, London, S.W.1.
Regular passenger and cargo services between London, Lisbon, Rio de Janeiro, Santos, Montevideo and Buenos Aires, via Las Palmas and Teneriffe.
Brazil Agencies : Rio de Janeiro : Lamport & Holt Navegacao S.A., Avenida Rio Branco 21-27.
Sao Paulo : Companhia Expresso Mercantil, Praça da Republica, 286.
Santos : Companhia Expresso Mercantil, Rua 15 de Novembro 182.
Uruguayan Agents : Montevideo : S. A. Financiera y Comercial, J. R. Williams (Montevideo), Solis 1533.
Buenos Aires : Blue Star Line de la Argentina, Avenida Roque Saenz Paena 559.

(*See p.* 88)

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(*See p.* 328)

The South American Saint Line Ltd.

Head Office : Saint Line House, Mount Stuart Square, Cardiff.
London Office : 81/82, Leadenhall Street, E.C.3.
Liverpool Office : The Canada Steamship Lines (Overseas) Ltd., 10 Victoria Street, Liverpool.
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Bremen Agents : Herman Dauelsberg, P.O. Box 23, Bremen.
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General Brazil Agents : Wilson, Sons S.A., Avenida Rio Branco 25, P.O. 751, Rio de Janeiro.
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General Argentine Agents : Messrs. Chadwick Weir & Cia. (Argentina) Lda., 25 de Mayo 516, Buenos Aires.
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(*See p.* 118)

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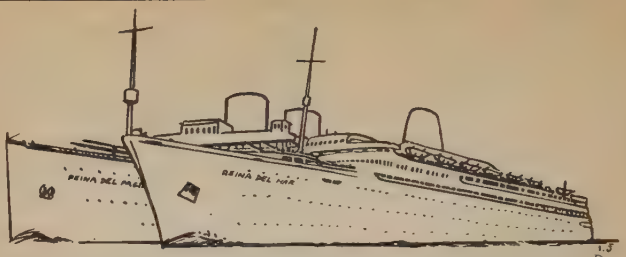
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(*See p.* 96)

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(*See p.* 848)

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Argentine State Line, Flota Mercante del Estado Republica Argentina, Buenos Aires, Argentina. U.S. Agent : Boyd, Weir & Sewell, Inc., 24 State St., New York 4, N.Y.

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London Correspondents : Binder, Hamlyn & Co., 12 South Place, E.C.2.
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Lloyd Brasileiro.

Head Office : Rio de Janeiro.
U.K. Agent : Kersten, Hunik & Co., Ltd., Ibex House, Minories, London, E.C.3.
Besides coastal and river services the company operates liner services (freight and passenger) between Brazil and the U.S.A. ; from the ports between Porto Alegre in the south and Recife in the north to Le Havre, London, Antwerp, Rotterdam, Bremen and Hamburg ; from Brazil, monthly, to the Mediterranean ports of Barcelona, Marseilles, Naples and Genoa with calls at Gibraltar, Lisbon, Casablanca and Tangier as inducement offers.

CANADIAN

Canadian National Steamships. Head Office : Montreal. London : 17-19 Cockspur Street, S.W.1.
Passenger, Mail and Freight Services : Montreal and Halifax via Hamilton. Nassau, Kingston to Belize ; also via Bermuda, St. Kitts, Nevis, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad to Demerara ; freight steamers, Montreal and Halifax to Rio de Janeiro, Santos and Buenos Aires.
Saguenay Terminals, Ltd., 1100 Dominion Square Building, Montreal, P.Q., Canada. Passenger Representative, U.K. : Joseph Constantine & Sons, Ltd., 155 Fenchurch St., London, E.C.3.
Services : U.K./Caribbean, westbound only, cargo-12 passengers fortnightly from London to Port of Spain, Bridgetown and Georgetown. Fortnightly service to same ports from (generally) Liverpool.
Canada/Caribbean : Cargo-10/12 passengers fortnightly from Montreal/Halifax to San Juan, La Guaira, Puerto Cabello, Port of Spain. Also fortnightly to Ciudad Trujillo, La Guaira, Puerto Cabello, Bridgetown, Georgetown and Mackenzie.

CHILEAN

Compañía Chilena de Navegación Interoceánica.

Head Office : Edificio Interoceanica, Plaza Justicia, Valparaiso.
Services : Cargo and Passenger Services between Valparaiso, and Argentine, Uruguayan and Brazilian ports, *via* the Straits of Magellan, and cargo Service from Valparaiso to Vancouver, B.C. (*See* p. 362)

Compañía Sud Americana de Vapores (Chilean Line), Calle Blanco 895, Valparaiso. 29 Broadway, New York 6, N.Y.
Passengers and Cargo : Regular Service between Valparaiso, Antofagasta, Arica, Callao, Cristóbal, Havana, and New York, and between Chilean ports and Liverpool, Le Havre, Antwerp, Hamburg, and Dutch ports.

ROYAL INTEROCEAN LINES

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MALAYA—INDONESIA—WESTERN AUSTRALIA
EAST AUSTRALIA—NETHERLANDS NEW GUINEA
—NORTH BORNEO—THAILAND
MALAYA—INDONESIA—NEW ZEALAND
INDONESIA—SINGAPORE—HONGKONG
INDONESIA—JAPAN

Head offices :

AMSTERDAM
"Het Scheepvaarthuis"

HONGKONG
188/191 Connaught Road, West

BUENOS AIRES Representative R.I.L. for South America
424, Sarmiento, P.O. Box 927.

General Representatives for Great Britain :
KELLER, BRYANT & CO.
22 Billiter Street, London, E.C.3

General Passenger Agent for Great Britain :
D. H. DRAKEFORD LTD.
60 Haymarket, London, S.W.1

Compañía de Muelles de la Población Vergara.

Head Office : Calle Blanco 951, Valparaiso.

Services : Service of Cargo Vessels between Valparaiso, and the East Coast of South America. Also a service between South American and Mediterranean ports, with the following itinerary : Callao, Valparaiso, Buenos Aires, Montevideo, Rio de Janeiro, Lisbon, Barcelona, Genoa, returning *via* Marseilles.

COLOMBIAN

Flota Mercante Gran Colombiana

A Pacific Coast cargo service plying between Vancouver. B.C., and Guayaquil, Ecuador, touching at intermediate U.S., Mexican, and Central and South American ports. It has services to Bremen, Hamburg, Antwerp, Amsterdam and Bilbao. Also U.S. Gulf ports to east coast ports of Colombia and Puerto Limón, (Costa Rica). It operates 29 vessels, of which 15 are chartered.

DUTCH

Royal Interocean Lines.
(Koninklijke Java-China-Paketvaart Lijnen N.V.)

Head Offices : Amsterdam, "Het Scheepvaarthuis." Hongkong, 188-191, Connaught Road, West.

Representative for South America : 424 Sarmiento, Buenos Aires. P.O. Box 927.

Representatives for Great Britain : Keller, Bryant & Co., 22, Billiter Street, London, E.C.3.

General Passenger Agents : D. H. Drakeford Ltd., 60, Haymarket, S.W.1.

Services : (Passenger and freight) : ASIA-AFRICA-SOUTH AMERICA SERVICE.—Japan, Shanghai, Hongkong, Philippines, Indo China, Siam, Indonesia, Singapore, Penang, Reunion, Mauritius, Madagascar, East and South Africa, East Coast of South America and return. (For full services, *see p.* 856)

Royal Netherlands Steamship Co. (KNSM)

Head Office : "Het Scheepvaarthuis," Prins Henrikkade 108-114, Amsterdam.

Services : Caribbean Passenger Service : 4-weekly from Amsterdam and Dover to Trinidad, La Guaira, Curaçao, Pto Limón, Cristóbal, returning *via* Aruba, Curaçao, La Guaira, Trinidad and Barbados to Plymouth or Dover, Antwerp and Amsterdam.

Surinam Passenger Service : 4-weekly from Amsterdam and Dover to Barbados, Trinidad, Paramaribo and Demerara, returning *via* Paramaribo to Plymouth and Amsterdam.

Freighters carrying passengers : (1) 4-weekly from Amsterdam to Cristóbal, Buenaventura, Guayaquil, Callao, Arica, Valparaiso, returning *via* Chilean and Peruvian ports, Cristóbal, Curaçao, to Antwerp and Amsterdam.

(2) 4-weekly from Amsterdam to Paramaribo and Georgetown.

(3) From Amsterdam to Barbados, Trinidad, La Guaira, Pto Cabello, Curaçao, Aruba, Punta Cardon, Maracaibo, San Juan, P.R., Ciudad Trujillo, Port-au-Prince, Santiago de Cuba, Kingston, Cartagena, Barranquilla, Pto Limón, Cristóbal, Tela, Pto Cortés, Pto Barrios, Belize, Puntarenas, San Juan del Sur, Corinto, Amapala, La Union, La Libertad, and San José de Guatemala.

(4) From New York : weekly to Curaçao, Aruba, La Guaira, Pto Cabello and Maracaibo. Fortnightly to Guanta, Pto Sucre, Pampatar, Carúpano, Trinidad, Paramaribo, Georgetown and Ciudad Bolivar. Weekly to Port-au-Prince and Ciudad Trujillo. Fortnightly to Cap Haitien and Haitian Outports.

From New Orleans and Houston Mobile : weekly to La Guaira, Pto Cabello, Guanta, Trinidad. Fortnightly to Curaçao, Aruba, Maracaibo, Carúpano, Pampatar, Pto Sucre, Georgetown, Paramaribo.

Rotterdam—South America Line. PHs. Van Ommeren, Ltd., 24 Pall Mall, London, S.W.1. 27 Leadenhall St., London, E.C.3.

Cargo-passenger Bremen/Hamburg, Rotterdam/Antwerp, Recife, Rio de Janeiro, Santos, Salvador, Montevideo, Buenos Aires, Rio Grande, Porto Alegre.

Holland America Line, Wilhelminakade, Rotterdam, Netherlands. 120 Pall Mall, London, S.W.1. 29 Broadway, New York 6, N.Y.

Bremen, Hamburg, Rotterdam, Antwerp, Havana, Galveston/Houston, Mobile, (Tampa), New Orleans, Corpus Christi, Brownsville, Veracruz, Coatzacoalcos, Tampico.

Joint service with Royal Mail Lines : Netherlands, U.K., Panamá, U.S.A. and Canada West Coast.

Joint service with Rotterdam-South America Line : Boston, Philadelphia, Baltimore, Norfolk, New York, Bahia, Vitoria, Rio de Janeiro, Santos, Paranagua, Montevideo, Buenos Aires.

N.V. Haven Line, Rotterdam.

Cargo-passengers from Antwerp, Rotterdam, Bremen, Hamburg to Buenos Aires.

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JOHNSON LINE

REDERI AB NORDSTJERNAN · STOCKHOLM · SWEDEN
Telegrams : " Johnsons," Stockholm
TELEX : 1187, Stockholm

FRENCH

French Line, Cie. Générale Transatlantique, Ltd., 6 Rue Auber, Paris, 9me. London Office : 20 Cockspur St., S.W.1.

Passenger services France, U.K., West Indies : Havre, Southampton, Vigo, San Juan (Puerto Rico), Pointe à Pitre, (Guadeloupe), Roseau (Leeward Is.), Fort de France (Martinique), Barbados, Trinidad, La Guaira, Curaçao, Kingston (Jamaica), and return to Plymouth and Havre.

Compagnie Maritime des Chargeurs Réunis, 3 Boulevard Malesherbes, Paris, 8me. U.K. Agent : Gellatly, Hankey & Co. Ltd., 23 Pall Mall, London, S.W.1.

Passenger service Germany, Belgium, France, Spain, Portugal, Madeira or Canary Is., Brazil, Argentina, in conjunction with Compagnie de Navigacion Sud-Atlantique. Route : Hamburg, Antwerp, Le Havre, Vigo and every other voyage : Lisbon, (Madeira when not calling at Lisbon), Rio de Janeiro, Santos, Montevideo, Buenos Aires, calling also at Las Palmas on return voyage.

Société Générale de Transports Maritimes, 70 Rue de la Republique, Marseilles, France.

Passenger Service France, Senegal, Brazil, Uruguay, Argentina : Marseilles, Genoa, Naples, Barcelona, Dakar, Rio de Janeiro, Santos, Montevideo, Buenos Aires.

GERMAN

Hamburg—South American Line, 2 Holzbruecke 8, Hamburg 11, Germany. U.K. Agents : Stelp & Leighton, Ltd., 9-13 Fenchurch Buildings, Fenchurch St., E.C.3.

Passenger services Germany, Holland, Belgium, Canary Islands, Brazil, Uruguay, Argentina.

Route A ; Hamburg, Bremen, Amsterdam, Antwerp, Las Palmas, Rio de Janerio, Santos, Montevideo, Buenos Aires, calling at Ilhéos and Salvador on the way back.

Route B : Hamburg, Bremen, Rotterdam, Antwerp, Las Palmas, Recife, Salvador, Rio de Janeiro, Santos, Rio Grande, Porto Alegre, Rio Grande, Montevideo, Buenos Aires, Montevideo, Santos, Rio de Janeiro, Salvador, Las Palmas, Antwerp, Rotterdam, Bremen, Hamburg.

Hamburg—American Line (Hapag), Ballindamm 25, Hamburg 1, Germany. U.K. : E. H. Mundy & Co. Ltd., 87 Jermyn St., London, S.W.1. U.S. : United States Navigation Co. Inc., 17 Battery Place, Whitehall Building, New York 4, N.Y.

Cargo-passenger services between Hamburg, Bremen and Antwerp and

(1) Cuba, Mexico, U.S. Gulf ports : Havana, Veracruz, Tampico, (Coatzacoalcos), New Orleans, Houston.

(2) West Indies and Central America : Ciudad Trujillo, La Guaira, Puerto Cabello, Curaçao, Maracaibo, Barranquilla, Cartagena (Puerto Limón), Port-au-Prince, with occasional calls at Guanta, Puerto Barrios, Puerto Cortez, Cap Haitien and Cuban outports.

(3) Panamá and West Coast Central America : Cristóbal, Panamá Canal, Puntarenas, San Juan del Sur, Corinto, Amapala, La Unión, La Libertad, Acajutla, San José de Guatemala, Champerico, Mexico, El Salvador.

(4) North America West Coast : Amsterdam, La Unión, La Libertad, San José de Guatemala, Los Angeles Harbour, San Francisco, Portland, Vancouver, Seattle.

(5) Panamá, South America West Coast : Cristóbal, Panamá, Buenaventura, Guayaquil, Callao, Mollendo, Arica, Antofagasta, Valparaiso, San Antonio, Talcahuano.

(1), (3), (4), and (5) are joint services with North German Lloyd.

North German Lloyd, Gustav-Deetjen, Allee 2-6, Bremen, Germany. U.K. Agent : E. H. Mundy & Co. Ltd., 87 Jermyn St., London, S.W.1.

Joint cargo-passenger services with Hamburg-American Line, q.v.

Cargo-passenger service Belgium, Canary Islands, North Brazil : Antwerp, Santa Cruz de Tenerife, Las Palmas, Pará, Manaos.

Laeisz Line Reederei F. Laeisz, Trostbrucke 1, Hamburg. U.K. : Stelp & Leighton, Ltd 913 Fenchurch Buildings, Fenchurch St., London, E.C.3.

Cargo-pass ıger services :

(1) Germa y, Jamaica, Guatemala, Honduras.

(2) Germany, Netherlands Antilles, Panamá, Ecuador.

(3) Germany, Netherlands Antilles, Colombia, in conjunction with Sloman Line.

(4) Germany, Panamá, Costa Rica, Los Angeles, San Francisco.

(5) Germany, Buenos Aires.

Ozean Steamship Line, Ballindan 8, Hamburg, Germany. U.K. Agents : Wainwright Bros. & Co. Ltd., 1/2 Rangoon St., London, E.C.3.

Cargo-8/12 passengers, Europe, Cuba, Mexico, U.S. Gulf Ports : Hamburg, Bremen, Antwerp, Rotterdam, Havana, Veracruz, Tampico, New Orleans, Galveston, Charleston, Savannah, Jacksonville, Tampa.

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INDIA & EAST PAKISTAN

The Nourse Line.

Head Office : **James Nourse, Ltd., 122, Leadenhall St., London, E.C.3.**

Services : Cargo service from India and East Pakistan *via* Cape of Good Hope to Trinidad, Barbados, Guadeloupe, Martinique, Jamaica, Puerto Rico, Dominican Republic, Haiti and Cuba.

ITALY

Italia Line, Sociatà di Navigazione, Genoa, Italy. U.K. Agents : Italian General Shipping Ltd., 35 St. James' St., London, S.W.1.

Passenger Liners : Mediterranean, Brazil, River Plate : Naples, Genoa, Cannes, Barcelona, (Lisbon), Dakar, (Recife), Rio de Janeiro, Santos, Montevideo, Buenos Aires.

Central America-South Pacific : Genoa, Naples, Cannes, Barcelona, Lisbon, Funchal (Madeira), Teneriffe, (Canary Islands), La Guaira, Curaçao, Cartagena, Cristóbal, Buenaventura, Puna (Guayaquil), Callao, Arica, Iquique, Antofagasta, Valparaiso.

Italy, Panamá, U.S.A. and Canada West Coast : Trieste, Venice, Naples, Leghorn, Genoa, Marseilles, Barcelona, (Malaga, Cádiz, La Guaira, Puerto Cabello), Curaçao, (Cartagena), Cristóbal, Puntarenas, (Corinto, Cútuco), La Libertad, San José (Guatemala), (Acapulco), Los Angeles, San Francisco, (Portland), Vancouver.

Linea "C", 2 Via G. D'Annunzio, Genoa, Italy. General Passenger Agents : D. H. Drakeford Ltd., 60 Haymarket, London, S.W.1.

Passenger services : (1) Genoa, Cannes, Lisbon, Las Palmas, Rio de Janeiro, Santos, Montevideo, Buenos Aires, calling at Salvador on return voyage.

(2) Genoa, Cannes, Barcelona, Teneriffe (Canary Is.), La Guaira, calling at Curaçao and Fort de France on return voyage.

Sidarma Line, Venice, Italy. London : Fred Hunter, Ltd., 87 Bishopsgate, E.C.2. New York : Cuba Oceania Transport Co., 25 Broadway, New York 4. New Orleans : Biehl & Co., 1612 Père Marquette Building, New Orleans, La., U.S.A.

Cargo-passenger Mediterranean, Cuba, Mexico, U.S. Gulf Ports : Genoa, Leghorn, Naples, Cádiz, Havana, Veracruz, Tampico, Houston, Galveston, New Orleans, Havana, Marseilles, Genoa.

Sitmar Line, Società Italiana Trasporti Marittimi S.p.A., Via P. E. Pensal, Genoa, Italy. U.K. General Agents : Navigation & Coal Trade Co. Ltd., 22 Billiter St., London, E.C.3. Passenger Agents for Scotland : Scotia Transport Ltd., 54 Bothwell St., Glasgow, E.C.2.

Passenger-cargo Italy, Central America : Genoa, Naples, Vigo, Coruña, Teneriffe (Canary Is.), La Guaira, returning *via* Curaçao, Kingston (Jamaica), Antigua.

Flotta Lauro, Achille Lauro, Armatore, Genoa and Naples, Italy. London Agent : Galbraith Pembroke & Co. Ltd., Bankside House, 107 Leadenhall St., E.C.3.

Passenger Service : Italy, Central America : Naples, Genoa, Barcelona, Lisbon, Vigo, Teneriffe, La Guaira, Trinidad, British West Indies.

Fratelli Grimaldi, Piazza Grimaldi No. 1, Genoa, Italy. U.K. Agents : Continental & Overseas Travel Agency, Ltd., 220 High St., Kensington, London, W.8.

Passenger service Mediterranean, Venezuela, Central America. Routes variable. Also from North Europe (with a call at Plymouth) to Venezuela and Central America. Routes variable.

JAMAICA

Jamaica Direct Fruit Line, Ltd.

Head Office : 64 Harbour Street, Kingston, Jamaica, B.W.I.
London : Kaye, Son & Co., Ltd., Plantation House, Fenchurch Street, E.C.3.
Passenger and Cargo Services : Fortnightly, London to Kingston.

Jamaica Banana Producers Steamship Co., Ltd.

Head Office : 64 Harbour Street, Kingston.
London : Kaye, Son & Co., Ltd., Plantation House, Fenchurch Street, E.C.
Cargo-12 passengers, U.K., Jamaica.

JAPAN

O.S.K. Line-Osaka Shosen Kaisha, 1 Snze-Cho, Kia Ku, Osaka, Japan. London : James Burness & Sons, Ltd., 15 St. Helen's Place, E.C.3. U.S.A. : Osaka Shosen Kaisha, Branch Office, 17 Battery Place, New York.

Passenger Liners, (1) Japan, South America, *via* Panamá : Yokohama/Kobe, Los Angeles, Cristóbal (Panamá), La Guaira, Belem, Recife, Salvador, Rio de Janeiro, Montevideo, Buenos Aires.

(2) Japan, East and South Africa, South America : Kobe, Hong Kong, Singapore, Dar-es-Salaam, Tonga, Mombassa, Lourenço Marques, Durban, East London, Port Elizabeth, Cape Town, Buenos Aires, Montevideo, Rio Grande, Santos, Rio de Janeiro.

MEXICAN

Cia. Naviera de los Estados de Mexico, S.A. (Mexican States Line).

Head Office : Apartado 53, Mazatlan.

Services : San Francisco and Los Angeles to the principal western ports of Mexico and the Gulf of California.

Mexican Mail Steamship Co.

Service between California and Mexican west coast ports.

NORWAY

Wilmhelmsen Lines, Toldbodgaten 20, Oslo, Norway.

Cargo-passenger M.V. Service, Oslo, Gothenburg, U.S.A. Gulf Ports, Havana, Veracruz.

NICARAGUAN

Marina Mercante Nicaraguense (Mamenic Line).

Head Office : Managua.

Services : Between Central America, the northern ports of South America and the American continent. Direct sailings from Central America to Europe.

London Agents : Messrs. Wainwright Bros. & Co., Ltd., 1/2 Rangoon St., E.C.3.

PORTUGUESE

Companhia Colonial de Navegacão, 63 Rua S. Juliao, Lisbon, Portugal.

Services : Passenger vessels Lisbon, Funchal (Madeira), Las Palmas, Recife, Salvador, Rio de Janeiro, Santos, Buenos Aires, Montevideo.

Also Lisbon, Vigo, Funchal, Teneriffe, La Guaira, Curaçao, Havana.

SPANISH

Compania Trasatlantica Espanola, S.A. (Spanish Line), Paseo de Calvo Sotelo 4, Madrid, Spain. London Agents : Walford Lines, Ltd., 48-50 St. Mary Axe, E.C.3.

Cargo-passenger (1) Santander, Gijón, Vigo, Cádiz, New York, Havana, Veracruz, Havana, New York, Coruña, Gijón, Santander, Bilbao.

(2) Bilbao, Santander, Gijón, Vigo, Cádiz, Teneriffe, San Juan (Puerto Rico), Ciudad Trujillo, La Guaira, Curaçao. Veracruz, Havana, Curaçao, La Guaira, Teneriffe, Coruña, Santander, Bilbao.

(3) Genoa, Barcelona, Cádiz, Teneriffe, La Guaira. Curaçao, San Juan (Puerto Rico), Ciudad Trujillo, Havana, Puerto Plata, San Juan (PR), La Guaira, Teneriffe, Cádiz, Barcelona.

Linea Mediterraneo-Brazil-Plata, Ybarra y Cia, Calle Menendez Pelayo 2, Seville.

Cargo-passenger Genoa, Marseilles, Barcelona, Cádiz, Teneriffe, Rio de Janeiro, Santos, Montevideo, Buenos Aires and return.

SWEDISH

Johnson Line.

Rederiaktiebolaget Nordstjernan.

Head Office : Stureplan 3, Stockholm.

London Agents : A. Johnson & Co., (London) Ltd., Africa House, Kingsway W.C.2. Tel. : Holborn 7337.

Regular services of cargo/passenger ships :

North Pacific : Gothenburg, Antwerp, Curaçao, Cartagena, Panamá, Central America, Los Angeles, San Francisco, Seattle, Vancouver, returning Vancouver, San Francisco, Los Angeles, Antwerp, London, Gothenburg.

South Pacific : Gothenburg, Antwerp, Curaçao, La Guaira or Panamá, Buenaventura, Guayaquil, Callao, Valparaiso.

Brazil-River Plate : Gothenburg, Rio de Janeiro, Santos, Montevideo, Buenos Aires.

(*See* p. 858)

Swedish American Line, Hotellplatsen, Gothenburg, Sweden. London: J. E. Hyde & Co. Ltd., Baltic House, 27 Leadenhall St., E.C.3. New York: Furness Withy & Co. Ltd., 34 Whitehall St., New York 4.
Cargo-passenger Gothenburg, Cuba, Mexico, U.S. Gulf Ports.

UNITED STATES

Of the following shipping lines operating between U.S. ports and Latin America, all but two are companies running freighters with limited passenger accomodation, and almost all of them are operated under foreign flags. The only two which operate regular passenger services—both under the American flag—are Moore-McCormack Lines and the Mississippi Shipping Co. Inc., (Delta Line). Grace Line run passenger cruises to the Caribbean.

Moore-McCormack Lines.

Head Office: 5 Broadway, New York 4, N.Y.
European Passenger Agents: United States Lines.
Services: The only American Flag Line which has regular year-round cruise sailings from New York to the east coast of South America.
U.S.A., South America (East Coast): New York, Trinidad, Barbados, Bahia, Rio de Janeiro, Santos, Montevideo, Buenos Aires.
(*See* p. 334)
American Republics Line, U.S.A.-North Brazil: New York, Belem, Fortaleza, Recife, Maceio, Cabadello, São Luiz, Fortaleza, Parnaiba, Belem, Manaus, Belem, New York.
U.S.A.-South America East Coast (Main Line): New York, (Baltimore, Trinidad), Curaçao, Recife, Bahia, Rio de Janeiro, Santos, Paranagua, San Francisco do Sul, Itajai, Rio Grande do Sul, Porto Alegre, Montevideo, Buenos Aires.
Pacific Republics Line, Moore-McCormack Lines, Inc., 214 California St., San Francisco 11, California; 611 Wilshire Blvd., Los Angeles, 17. U.S.A. West Coast, South America East Coast *via* Panamá: Los Angeles, Panamá, La Guaira, Puerto Cabello, Aruba/Curaçao, Trinidad, Rio de Janeiro, Santos, Paranagua, Montevideo, Buenos Aires, Straits of Magellan, Callao, Los Angeles.
Grace Line, 3 Hanover Square, New York 4, N.Y. London Passenger Agents: Grace Bros. Ltd., 143 Fenchurch Street, E.C.3. London Freight Agents: E. H. Mundy & Co. Ltd., Walsingham House, Seething Lane, E.C.3.
Caribbean Service: 12-day cruises, New York, Aruba, La Guaira, Curaçao, Cartagena, New York.
18-day cruises New York, Aruba (Oranjestad), Maracaibo, Puerto Cabello, La Guaira, Guanta, Cumana, Aruba, New York.
West Coast of South America, passenger-cargo vessels: New York, Canal Zone, Buenaventura, Guayaquil (Puna), Talara, Salaverry, Callao, Mollendo, Arica, Antofagasta, Chanaral, Valparaiso, returning *via* San Antonio, Antofagasta, Callao, Guayaquil (Puna), Buenaventura, Canal Zone, New York.
Delta Line (Mississippi Shipping Co. Inc.,) 120 Camp St., New Orleans, La, U.S.A.
Passenger Line: New Orleans, St. Thomas (Virgin Islands), Rio de Janeiro, Santos, Montevideo, Buenos Aires, returning *via* Santos, Rio, Curaçao to New Orleans.
Westfal-Larsen Company Line, Westfal-Larsen & Co., A/S, Bergen, Norway. Agents: General Steamship Corporation Ltd., 432 California St., San Francisco 4, California, U.S.A.

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Gulf & South American Steamship Co., 620 Gravier St., New Orleans 12, La.

Cargo-passengers : New Orleans, Houston, Buenaventura, Guayaquil (Puna), Callao, Mollendo, Arica, Valparaiso. Owned by Lykes Bros., and Grace Line.

United Fruit Company, Pier 3, North River, New York, N.Y.

Cargo-passenger from New York and New Orleans to Cuba, Jamaica, Panamá and Canal Zone, Honduras, Guatemala, Costa Rica, Colombia.

Standard Fruit & Steamship Co., 944 Street, Charles Av. at Lee Circle, New Orleans, Louisiana, U.S.A.

Cargo-passengers (1) from New York : weekly 12-day voyage to La Ceiba (Honduras), returning *via* Charleston ; weekly 19/20-day voyage to the Panamá Canal, Guayaquil, or Puerto Bolívar (Ecuador). (2) from New Orleans : weekly 9-day voyage to La Ceiba (Honduras), and Puerto Barrios (Guatemala). Weekly 19-day service to Havana, Panamá Canal, and Guayaquil or Puerto Bolívar.

Panamá Line, 21 West St., New York, 6, N.Y.

Cargo-passenger weekly New York, Panamá, Cristóbal, Ancon.

Alcoa Steamship Co. Inc., 17 Battery Place, New York. 1 Canal Street, New Orleans, La, U.S.A.

Cargo-passenger monthly sailings from New Orleans and New York to Paramaribo.

Coldemar Line, 17 Battery Place, New York 4, N.Y.

Cargo-passenger New York, Barranquilla, Cartagena, Cristóbal, Buenaventure.

I.F.C. Lines, International Freighting Corporation, Inc., 17 Battery Place, New York.

Cargo-passenger New York, Rio de Janeiro, (Paranagua homeward), Santos, Montevideo, Buenos Aires.

Interocean Line. General Agents : Westfal-Larsen Co., 310 Sansome St., San Francisco 4, California, U.S.A.

Cargo-passenger San Francisco/Los Angeles, Panamá, Havre/Antwerp.

Nopal Line, A/S Oslo, Norway. Managing & General Agents : Oivind Lorentzen Inc., New York. Biehl & Co. Inc., Room 401 Sanlin Building, 442 Canal St., New Orleans 16, La, U.S.A.

Cargo-passenger New Orleans, Houston, Rio de Janeiro, Santos, Montevideo, Buenos Aires.

Torm Lines, Holmens Kanal 42, Copenhagen, Denmark. U.S.A Agents : North Atlantic & Gulf Steamship Co. Inc., 120 Wall Street, New York 5.

Cargo-passenger New York, Rio de Janeiro, Santos, Montevideo, Buenos Aires.

Holland—Interamerica Line, Wilhelminakade, Rotterdam, Netherlands. U.S. : Holland-America Line, 29 Broadway, New York, N.Y. Joint service of Holland-America Line and Rotterdam-South America Line.

Cargo-passenger Boston, Philadelphia, Baltimore, Norfolk, New York, Bahia, Vitoria, Rio de Janeiro, Santos, Paranagua, Montevideo, Buenos Aires.

Incres Nassau Line, 42 Broadway, New York 4, N.Y. J. D. Hewett & Co., 109 Jermyn St., London, S.W.1.

New York, Nassau, Havana, New York.

Ivaran Lines, Tollbodgaten 11, Oslo, Norway. Stockard Steamship Corporation, G. A., 17 Battery Place, New York 4, U.S.A.

Cargo-passenger New York, Rio de Janeiro, Santos, Montevideo, Buenos Aires. Monthly.

Brodin Line, 45 Regeringsgaten, Stockholm 16, Sweden. U.S.A. : Thor Eckert & Co. Inc., G. A. 19 Rector St., New York 6.

Cargo-passenger New York, Rio de Janeiro, Santos, Paranagua, Itajai, Montevideo, Buenos Aires. Fortnightly sailings.

Southern Cross Line, Cosmopolitan Shipping Co. Inc., 42 Broadway, New York 4, N.Y.

Cargo-passenger approximately monthly from New York to Rio de Janeiro/Santos, Montevideo/Buenos Aires.

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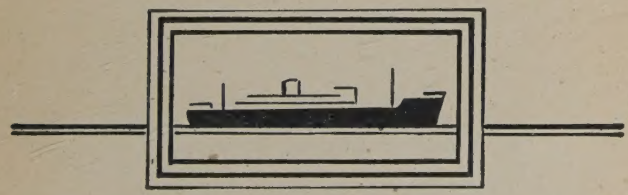
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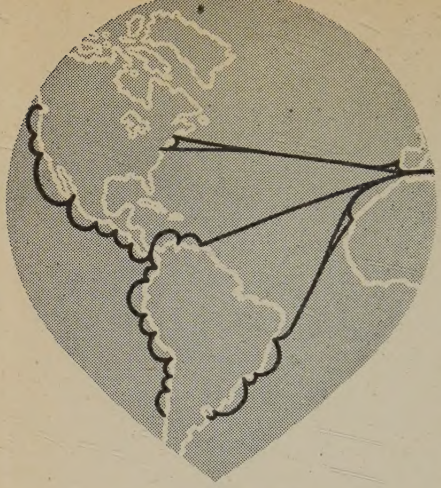
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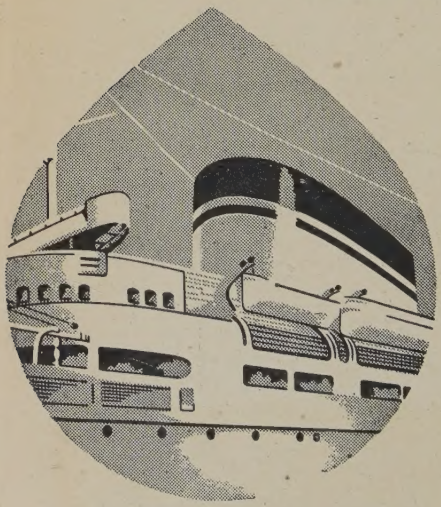




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